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Contents

<i>New Bristol</i>	280
<i>Accessories</i>	286
<i>Road Test: Citroën ID19</i>	287
<i>Disconnected Jottings</i>	291
<i>News and Views</i>	292
<i>Portuguese G.P.</i>	295
<i>Used Cars on the Road</i>	299
<i>Detroit Notebook</i>	302
<i>Correspondence</i>	305
<i>Grinding Halt</i>	308
<i>Weekend Events</i>	310
<i>The Sport</i>	312

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Silence is Golden

LUXURIOUS motoring is inseparably associated in most people's minds with silent, gliding progress, large, comfortable seats, and usually, the smell of good leather. Rolls-Royce—familiar as an adjective of excellence as well as the company name—are no doubt largely responsible. But supposing small, rather hard seats and a noisy exhaust were fitted to a Rolls-Royce car, it would cease to seem either Rolls-Royce, luxurious or expensive. Such is the importance assumed by relatively minor features of a car. Many of the major ones are today taken for granted—and rightly so.

May we now reverse this process of thought and ask why so many nice, sound, sensible cars are allowed to leave the production lines with small, rather hard seats, and with various noises apparent from the engine, transmission and wheels? The poor impression such details arouse are out of all proportion to their importance in the car as a whole. They are the stiff neck or sore toe which make a healthy and hearty human body wholly miserable.

It is true, we believe, that the only metal connection between the chassis and body of a Rolls-Royce is the speedometer cable. Here is one example of how noise is tackled. But this manufacturer has no monopoly of silent running these days.

Recently a car of moderate price, lent to *The Autocar* for test, had to have its sound damping material removed from the bonnet lid after some hundreds of miles of running. The increase in audible engine noises was at once noticeable. The same kind of effect had previously been observed following the temporary removal of carpets from a car; and on another occasion, the reverse result when sorbo rubber sheeting was placed under the carpets.

The provision of sound-proofing materials and of good sealing at holes and joints in the body of a car costs money, we know, but not to the extent of limiting it to expensive cars. Yet a low-priced model is often transferred to the luxury class in the minds of its owners and potential purchasers if it sounds (perhaps we should say does not sound) and feels expensive.

At Ease

REFERENCE was made earlier to size and comfort of seats—a subject often discussed in our pages. Recent experiences of cars on test have brought home to us again the fact that seating comfort, or more particularly discomfort, may have a pronounced influence on a car's reputation. While we would never advocate covering up mechanical shortcomings, we are aware that good seats will go a long way towards ironing out vibrations and movements transmitted to the body by mediocre suspension. Conversely the occupants can never be comfortable in too small, hard or wrongly shaped seats, even if the ride is perfect in other respects.

We suggest, therefore, that greater attention be paid to seat design and to sound insulation. There are low-priced cars which have hard seats and good sound-proofing, soft seats and bad sound-proofing; others are good or bad in both respects. We know of one or two examples which fail, simply because on some road surfaces the seat springs come into phase with those of the car itself and the passengers thus suffer an exhaustingly lively ride. It is worth noting here, too, that quite a lot of improvement can be made under both our headings by an owner of a not-so-new car.

The combined effects of these qualities of silence and comfort go a long way towards providing pleasant, relaxed, motoring regardless of the size or type of car. And is that not what most people want?

NEW CARS DESCRIBED



Very slim pillars
and the absence of quarter
vents ensure excellent vision

*New Bristol Type 406:
Two-Door Saloon
with Increased Space:
Engine Capacity
Raised to 2.2 Litres:
Dunlop Disc Brakes*

SEVENTH OF THE LINE

TO replace the Type 405 four-door saloon which was introduced by Bristol Cars, Ltd., in October, 1954, a new Type 406 two-door saloon is announced. A departure has been made from the previous policy of manufacturing the bodies within their own works, for the coachwork is constructed by Jones Brothers, of Willesden, to Bristol design. It is much roomier, with increased headroom, and better appointed, and the engine capacity has been increased from 1,971 c.c. to 2,216 c.c. by enlarging the bore and lengthening the stroke. The object of this has been to make the new car more tractable than its predecessor, without sacrifice of performance.

Basically the chassis is unchanged, but an improved method of rear axle location has been adopted, as have Dunlop disc brakes for all four wheels. Much thought has been given to passenger comfort, as can be judged from the fact that no optional extras are listed other than a radio to choice, but there has been a considerable increase in price, the new model costing £2,995 basic, to which purchase tax of £1,498 17s is added for U.K. buyers, making a total of £4,493 17s ex works. The policy of the company is to produce this one model, and no drop-head version is projected at present.

Engine capacity has been increased to the maximum possible within the framework of the previous design without altering cylinder centres. As the unit utilizes a four-bearing crankshaft, the spacing between Nos. 1 and 2, 3 and 4, and 5 and 6 cylinders is narrower than that between Nos. 2 and 3 and 4 and 5, where the in-

termediate crankshaft bearings are placed. These narrow lands were the limiting factor in deciding the bore size which could be used; they have not been reduced by the amount of the increase in bore size, for the cylinder bores are fitted with Brivadium (high nickel content) dry liners, and these are thinner in section than previously. The dimensional increase of the bores is from 66 mm (2.598in) to 68.69 mm (2.705in). Stroke has been lengthened from 96 mm (3.779in) to 99.64 mm (3.923in).

A feature of the crankshaft is that it is manufactured from nitriding steel, which enables the journals to have almost glass hardness without any fear of distortion during the hardening process. Copper-lead, steel-backed bearings are used for the mains and big-ends, and there are bolt-on balance weights, for relief of main bearing loads, placed on each side of the intermediate main bearings and on the inside of the front and rear mains. There is a torsional vibration damper on the front of the shaft.

On the exhaust side of the cylinder block the water jackets run the entire length of the bore, but on the inlet side the jacket length is reduced to provide clearance for the tappets, which are inserted through a hole in the side of the crankcase, and enclosed by a cover plate. In the longitudinal plane of the cylinder block, water space is provided between those bores where a main bearing panel occurs, i.e., between Nos. 2 and 3 and Nos. 4 and 5, and at the ends of the front and rear cylinders.

Hemispherical combustion chambers are formed in the aluminium alloy cylinder head, and the valves, which operate on austenitic steel inserts, have an included

angle of 80 deg, equally disposed on either side of the vertical centre line. These valves are operated from a single, side-mounted camshaft. The inlet valves are operated directly by means of vertical pushrods and rockers. For each exhaust valve there is an intermediate bell-crank rocking lever and a secondary near-horizontal pushrod which operates the valve rocker.

Vertical intake ports are retained, and these are fed by three Solex 32 PBI/7 downdraught carburettors. There is much to be said for the vertical inlet type of port, for it permits of good filling, but it does raise engine height, and hence bonnet line.

A minor change is incorporated in the carburettors of this new type 110 engine. A feature of this basic model of Solex carburettor is the use of an enrichment pump to provide an extra injection of fuel at the change-over point from slow running to main jets; it usually takes the form of a feed pipe into the main choke area. Development work revealed that the Bristol engine did not require this device, but there was a slight occasional hesitation at this change-over point. The enrichment pump is, therefore, retained, but the fuel passages in the carburettor have been re-routed, so that the function of the pump is to maintain the level of fuel in the slow running or pilot feed chamber at the change-over point.

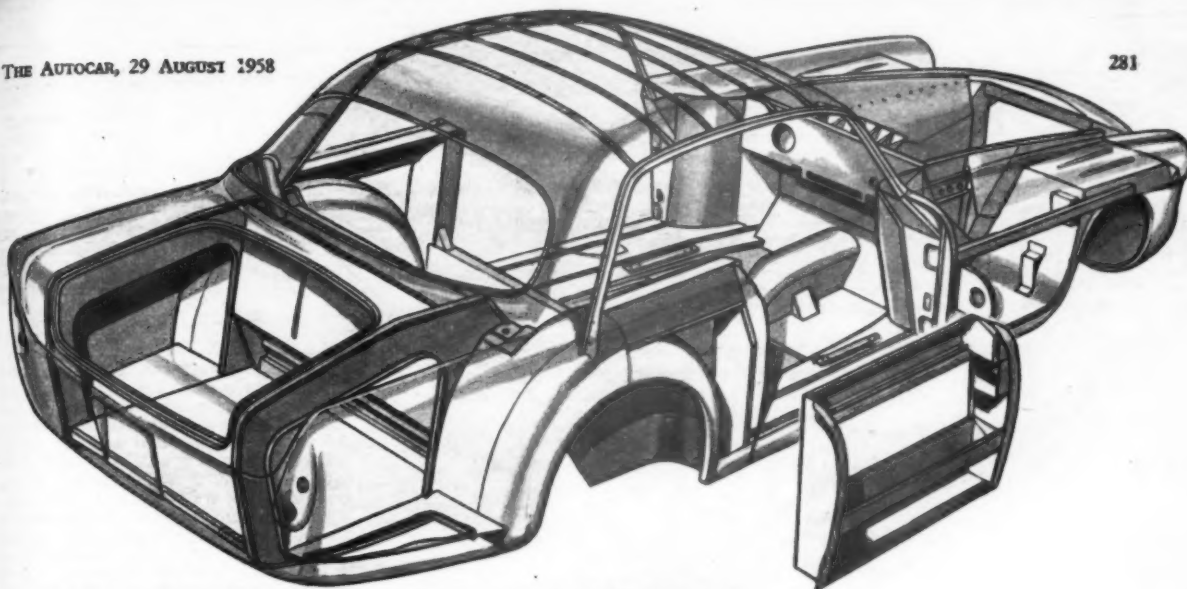
There are individual exhaust ports in the cylinder head which connect to two three-branch manifolds, the outlet pipes of which lead to a single silencer with one tailpipe.

Maximum power output of the enlarged engine is the same as that of the previous 2-litre unit, at 105 b.h.p., but arising from the longer stroke it now occurs at 4,700 r.p.m. instead of 5,000 r.p.m. Of more importance is the fact that the torque curve is fuller and smoother throughout its range, and its peak, which occurs at 3,000 r.p.m. instead of 3,750 r.p.m., is raised from 123 to 129 lb/ft.

No changes have been made to the gear box, which is in unit with the engine; it has four forward speeds, with synchro-



This unusual aspect emphasizes the clean lines. Air intake for the ventilating system is the flush grille in the rear edge of the bonnet



The body is constructed entirely in metal, with steel structural members and aluminium panels. This drawing shows the stress-carrying members before the panels are fixed in position

mesh of the baulk-ring type on the upper three ratios. Control is by a remote central lever. A feature of bottom gear is the use of a freewheel, which permits easy engagement on the overrun without the use of the clutch. A Laycock de Normanville overdrive operates on top gear only. It is selected by an upward-action tumbler switch on the facia. If a change-down to third gear is made with overdrive top selected, this switch drops out of engagement automatically, so that on the subsequent change-up direct top is available. This is a very desirable feature, and it is surprising that it has not been more widely adopted on other cars with overdrive.

No changes have been made in the basic chassis frame which, as hitherto, is assembled within the Bristol works; the side members are widely spaced, and of box section. The main floor is welded directly to the frame, as is the superstructure at the rear for tank mountings and that portion forming the framework of the luggage compartment.

At the front the two side members taper inward and terminate in tuning-fork arms to which the complete front assembly is bolted. A transverse leaf spring, in conjunction with a long upper wishbone at each side, are the main elements of the front suspension.

Forward of the leaf spring is the rack and pinion steering unit, with a steering rod at each end connecting directly to the forward-facing steering arms. An increase in roll stiffness has been achieved

by enlarging the diameter of the front anti-roll bar from $\frac{1}{2}$ in to $\frac{3}{4}$ in. The front spring is fitted with gaiters to retain lubricant, and the only points on the chassis which need the attention of a grease-gun are the propeller shaft and pedal bushes, the remainder being looked after by a one-shot lubrication system. This is foot-operated by a plunger head, mounted above and between the brake and accelerator pedals.

Considerable changes have been made in the method of location for the rear axle, which is now of Salisbury manufacture, the earlier types being of Bristol design with gears made by E.N.V. As previously, the suspension medium is a torsion bar placed beneath each chassis side member, and operated by an arm and drop link from the outer ends of the axle casing.

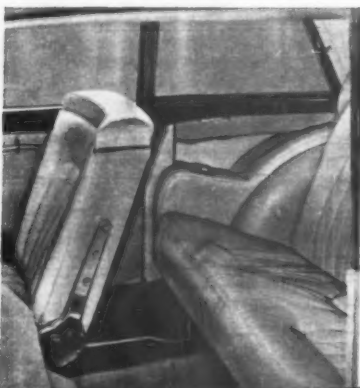
Formerly the axle was located in both planes by an A-bracket mounted from the top of the banjo casing. It has been replaced by an H-section light alloy torque link for fore and aft location, with thick rubber bushings at each end. Transverse location is by means of a Watts linkage with rubber bushes, the free link being in the centre, and the anchorage points attached to each side of the steel superstructure beneath the fuel tank. The anchorage points for these linkages on the axle are formed on a special cast light alloy cover for the differential gears; the balance link for operation of the hand-brake is also

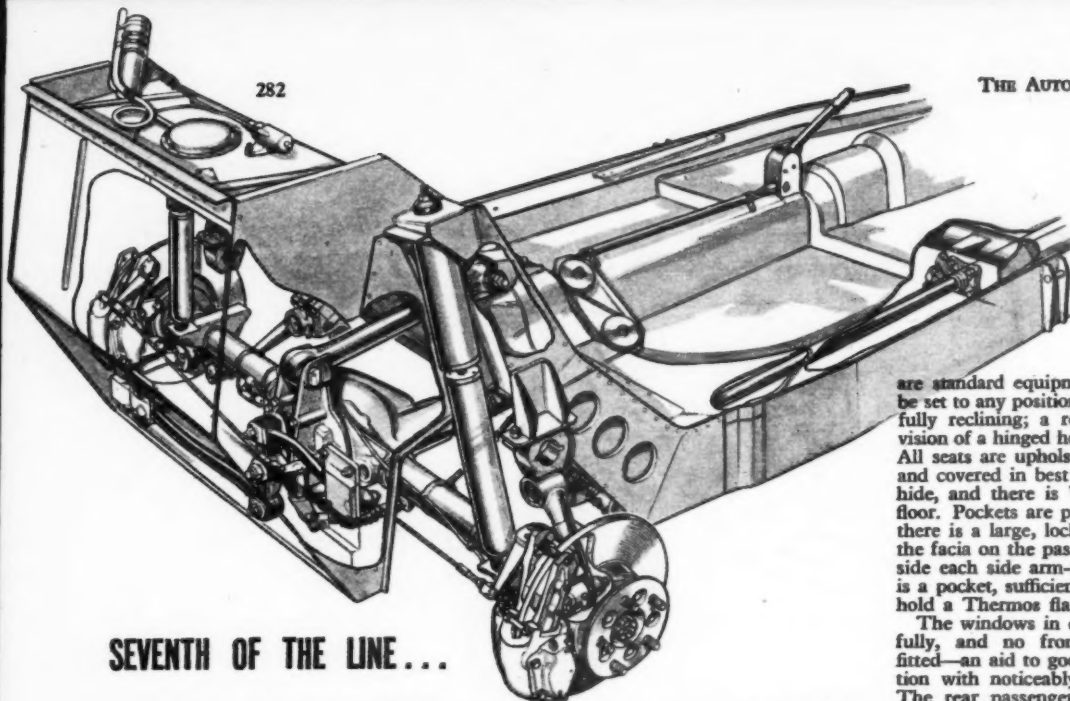


A lift-up panel behind the right front wheel encloses the battery, screen wash bottle and electrical controls: the spare wheel is in a similar compartment on the left side



(Right) The veneered facia and cowl-mounted instrument panel: shock absorbing, leather-covered rolls are used on upper and lower edges of the facia. There are five outlets for demisting the screen. Below (left): the passenger's seat in a reclined position with the head rest raised; (centre): there is a central folding arm rest in the rear seat, with a courtesy light above each side pocket; (right): the wide doors open to right angles and the windows have separate frames





SEVENTH OF THE LINE...

attached to this cover. In addition to providing more positive location of the rear axle, this new rear-end layout has lowered the roll centre at the rear by 4½ in which, it is claimed, noticeably improves the handling.

Dunlop disc brakes of 11½ in diameter are fitted front and rear. Each caliper contains a circular pad of 2½ in diameter on each side, and servo assistance is of the Lockheed suspended vacuum type. Separate, mechanically operated calipers are used at the rear for the hand-brake, and much thought has gone into eliminating friction from the linkage to improve

efficiency. From the central hand-brake lever, there is a rod connecting directly to a cable which passes over two pulleys to connect to the operating lever attached to the rear axle. From here, a cable at each side operates the wheel calipers, and thus the use of conduit is avoided throughout the linkage.

The new body is unmistakably Bristol in character, but it is very much more roomy than the 405 and, as might be expected, the finish and detail equipment are of the highest order. Earlier Bristol models have had rather pronounced shoulders but these have now been eliminated, with the result that the screen is 4 in wider, and approximately the same amount of extra width has been provided in the rear seats. Replacement of the A-bracket for location of the rear axle has enabled the seats to be lowered and, in conjunction with the raising of the roof contour line by 2 in, between 4 in and 5 in of extra headroom is made available. These rear-end changes have also provided more fore and aft latitude so that, even with the front seats in their rearmost position, adequate room is available for the rear passengers' knees.

Reutter individual front seats

A Watts linkage for transverse location with torque arm above for fore and aft positioning, are features of the rear suspension. The adjustable torsion bars are placed beneath each side member

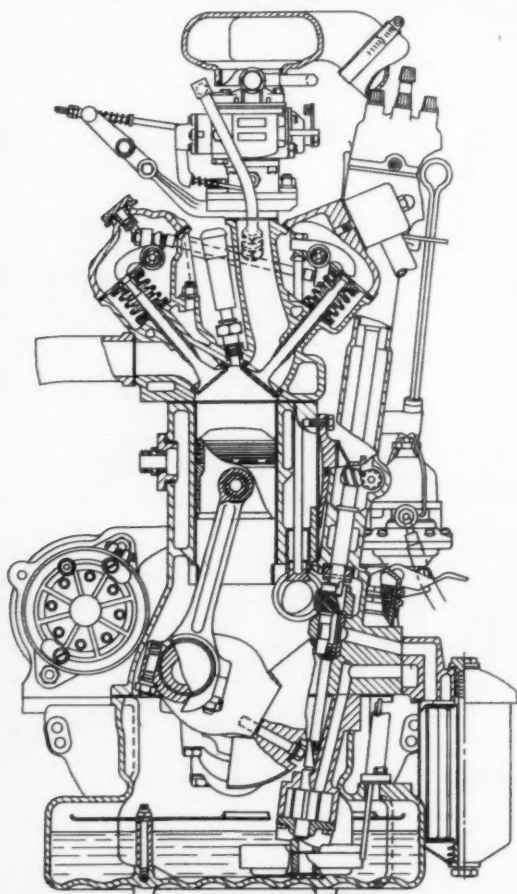
are standard equipment. Then backs can be set to any position between vertical and fully reclining; a refinement is the provision of a hinged headrest on each squab. All seats are upholstered with Dunlopillo and covered in best quality crushed grain hide, and there is Wilton carpet on the floor. Pockets are provided in each door, there is a large, lockable compartment in the fascia on the passenger's side, and beside each side arm-rest at the rear there is a pocket, sufficiently deep and wide to hold a Thermos flask.

The windows in each door wind down fully, and no front quarter-lights are fitted—an aid to good vision, in conjunction with noticeably slim screen pillars. The rear passengers' side windows are front-hinged for ventilation. Heating and ventilation provision is most comprehensive. There are four controls—to regulate the amount of heat, to vary the amount of air directed to the screen for demisting, for general distribution internally, and for direct entry of cool air.

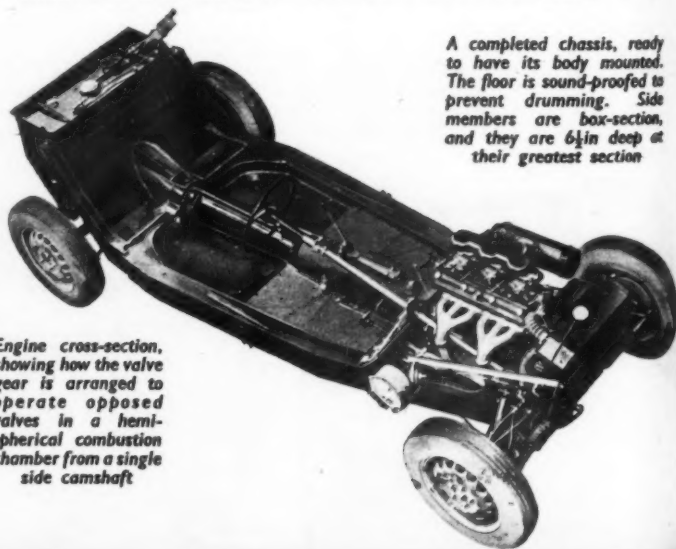
A full range of instruments is housed in a separate, cowlled panel immediately in front of the driver, and clearly visible through the two-spoked steering wheel. Main controls, such as ignition switch and lights, are on the right side of the steering column, with the auxiliary switches on the lower edge of the fascia on the right-hand side.

Steel framework is used throughout for body construction, this framework being welded to the chassis frame. It is panelled entirely in aluminium, and the doors are constructed wholly in this material. Hinged panels in the front wing valances give access on the left to the spare wheel, and on the right to the battery, screen wash bottle, fuses and junction boxes, and the brake vacuum servo unit. Because the spare wheel is kept out of the luggage locker, storage space is considerable, for side panniers, formed in the sections behind the wheels, provide useful storage for soft baggage.

At the rear there is a vestigial fin at each side, with the grouped rear lights below. There are three turn indicator lights, a miniature one being provided on



Engine cross-section, showing how the valve gear is arranged to operate opposed valves in a hemispherical combustion chamber from a single side camshaft



A completed chassis, ready to have its body mounted. The floor is sound-proofed to prevent drumming. Side members are box-section, and they are 6½ in deep at their greatest section

SPECIFICATION

ENGINE		CHASSIS	
No. of cylinders	6 in line	Brakes	Dunlop discs with Lockheed vacuum-servo assistance
Bore and stroke	68.69 x 99.64mm (2.70 x 3.92in)	Disc dia., shoe width	11.25 dia. F. and R. (2.25in dia. pads)
Displacement	2,216 c.c. (135 cu in)	Suspension: front	Independent with upper wishbone and lower transverse leaf spring; anti-roll bar
Valve position	Opposed, in hemispherical combustion chamber, pushrods and rockers	rear	Torsion bars with rigid axle controlled by torque arm and Watts linkage
Compression ratio	8.5 to 1	Dampers	Telescopic F. and R.
Max. b.h.p. (nett)	105 at 4,700 r.p.m.	Wheels	Pressed steel (5 studs)
Max. b.m.e.p. (nett)	144 lb per sq in at 3,000 r.p.m.	Tyre size	6.00 x 16in Dunlop Gold Seal
Max. torque (nett)	129 lb ft at 3,000 r.p.m.	Steering	Rack and pinion
Carburettor	3 Solex B 32 PBI/7 Downdraught	Steering wheel	2 spoke, 17in dia.
Fuel pump	A.C. mechanical	Turns, lock to lock	3
Tank capacity	18 Imp. gallons—including 2 reserve (82 litres)	DIMENSIONS	
Sump capacity	12 pints (6.8 litres)	Wheelbase	96in (244.5 cm)
Oil filter	Vokas full flow	Track: front and rear	4ft 5in (134.6 cm) F, 4ft 8in (142.2 cm) R.
Cooling system	Fan, pump and thermostat	Overall length	16ft 4in (498 cm)
Battery	12 volt 51 ampere hour	Overall width	5ft 8in (172.7 cm)
		Overall height	5ft 6in (152.4 cm)
		Ground clearance	6.5in (16.5 cm)
		Turning circle	37ft 6in (11.43 m)
		Kerb weight	3,010 lb—26.9 cwt (1,365 kg)
TRANSMISSION		PERFORMANCE DATA	
Clutch	Borg and Beck s.d.p. 8in dia.	M.P.H. at 1,000 r.p.m.	Top 18.8
Gear box	4 speed (overdrive on top). Synchronesh on 2nd, 3rd and top (freewheel on first). Central gear lever.		O/d top 24.2
Overall gear ratios	Overdrive top 3.32; top 4.27; 3rd 5.52; 2nd 7.79; 1st 15.42	Torque lb ft per cu in engine capacity...	0.956
Final drive	Hypoid bevel, 4.27 to 1	Brake surface area swept by linings	520 sq in
		Weight distribution (kerb weight)	F. 50.6 per cent R. 49.4 per cent

each side of the roof panelling, and all are amber-coloured. Marchal lamps are fitted, the main lights being augmented by fog and long-range lamps placed in the air intake, forward of the new concave grille. The filler for the fuel tank, in the left-hand rear quarter panel, has a lockable flap, and the total tank capacity is 18 gallons, including two reserve.

Brief Impressions

During a short run in one of the early prototypes, it was immediately apparent that the increased engine capacity, in spite of a slight increase in the car's total weight, has improved flexibility. One example is that the car will pull away quite smoothly in top gear without protest from about 23 m.p.h. All-round vision is excellent, and seat comfort very good indeed. It was not possible to obtain any performance figures; the manufacturers state that they tally almost exactly with those of the previous Type 405, which had a claimed top speed in excess of 100 m.p.h.

In producing this latest version of an established design, the manufacturers have aimed for more luxury and comfort; they appear to have succeeded, but at the cost of a substantial increase in price.



Polished nave plates with ventilation holes are fitted to the wheels. There is a reversing light on each side of the rear number plate



The Trailblazers, by T. R. Nicholson. Published by Cassell and Co., Ltd., 35, Red Lion Square, London, W.C.1. Price £1 1s.

At the stage when many people thought little of the practicability of motoring as a means of long-distance travel, the efforts of a few pioneers who crossed undeveloped continents by car were of great value in converting unbelievers, and in establishing a position for the new means of transport. It is a splendid thing that their efforts and achievements have now been placed on record in T. R. Nicholson's book, appropriately called *The Trailblazers*.

Nicholson has compiled his facts from all available sources of reliable informa-

tion, and the stories which have resulted are told with such authority that the reader may even imagine that the author was present on these marathon drives, or at least heard of them at first hand. The narratives are told in a lively manner and they are interesting to read. Unfortunately the nature of the subject matter, passing from one disaster to the next as the cars break down or get stuck on their cross-country journeys, can become monotonous if the book is read straight off as if it were a novel.

The travels of 11 pioneers are described. A number of photographs—many, with quotations, from early volumes of *The Autocar*—give a good impression of the hazards which these automobilists had to face as they "blazed" their trails.

The Observer's Book of Automobiles, by L. A. Manwaring, published by Frederick Warne and Co., Ltd., Chandos House, Bedford Court, Bedford Street, Strand, London, W.C.2. Price 5s.

The latest edition of this popular pocket volume contains descriptions and illustra-

tions of the cars made by 103 manufacturers in all parts of the world, including Russia and Japan. A foreword by Stirling Moss is followed by a brief history of the automobile, an explanation of its operating principles and a glossary of technical terms, and a review of cars in alphabetical order. The tailpiece is a list of national and international registration letters.

Who's Who in the Motor Industry, published by Temple Press, Ltd., Bowling Green Lane, London, E.C.1. Price £2 2s.

Completely revised for its third edition, this is a guide to the structure and personalities of the British Motor Industry, and also of industries, associations, organizations, learned bodies, motoring clubs and the Press which are associated with the industry. It is modelled upon *The Aeroplane directory* for the aircraft industry by the same publishers, which has proved useful and convenient for many years. The copious index enhances the value, for quick reference, of this very comprehensive volume.



South Downs

Running parallel with the coast, the South Downs offer one of the most attractive touring areas within easy reach of London. Towards their eastern end (above) the road leads to the famous Devil's Dyke. Amberley (right) is a lovely, unspoilt village and near Fulking (below left) the road curves with the sweep of the rolling hills. The windmills (below, right) at Clayton are aptly known as Jack and Jill.



FATHER rarely took the long holidays attached to his job, but he invariably observed two important summer rituals. The first was a family holiday in the cottage by the sea; the second an excursion, lasting a week or so, during which he, big brother and I went camping. To father, camping meant faring as comfortably and efficiently as the resources of the terrain permitted. We took a tent with plenty of room, a Primus, food and blankets. Heather provided the beds.

About nine years ago camping was considered once more, but in rather different circumstances. Could I possibly suggest to my wife that we could afford a Continental holiday only if she were prepared to camp and take pot luck? During the intervening years I had seen canvas, but there had always been someone who knew how to put sand or earth into a heavily punctured, open-topped tin, spill petrol into it freely, and then throw on the lighted match, followed by the brew-pot. Could I still be efficient? Would I remember the pricklers? Could I



This French couple enjoy breakfast under a characteristic awning which, when closed for the night, forms part of the wall of the kitchen or second bedroom. A small window can be seen beyond the Simca's roof, and a larger window above the bottled gas cooker. The roof is blue, the remainder bright orange; the cost is nearly £70

Learn from the French

Continental Campers Have Clues About Camping

still make bannocks, get the correct open-air smell from bacon? My wife's acceptance of the enterprise took me by surprise. But there was a stipulation: we were to stay at hotels en route, and to camp—and get properly organized—in one place only.

The "one place" proved by chance to be Le Cottage Hotel-Restaurant-Bar-Camping at Cap Martin, near the sea, near Menton and Monte Carlo, in the SUN. The title could have included peeng-pong, garden surroundings, a bull-frog guaranteed to respond only to my voice, a free supply of tables and chairs, cheerful hosts and an intriguing collection of affable fellow-campers representing most European nations. To all of this could be added facilities for washing clothes as well as oneself (no laundry after 10 a.m., please).

Surrounding equipment was exotic. We alone had guy ropes for everyone (including us) to trip over; scarcely anyone else needed to take advantage of the offer of free chairs and tables; our un-insulated tent looked naked without overlay; and much of our equipment, carefully selected for its deplorable condition (of which I had once been proud in the damp mountains), looked as inappropriate on the Riviera as *haute couture* or a bikini at Bettws-y-Coed.

Regularly since that year I have been fascinated by the organization of Continentals on their camping holidays. As a Frenchman put it this year: "We camp in thousands, yes, but we do like our comfort. We have our own tables and chairs, comfortable beds, and cooking facilities which adequately meet our own ideas of a good dinner."

Some of the accompanying pictures show the type of tents most favoured by the French. Nearly always they are a very bright, gay orange, nowadays often with Royal blue roofs or awnings. Other Continentals, including many Belgians, use similar tents, but the Dutch, like us, frequently choose green monotones. The tents are far more advanced in design than most of our own—and are more expensive.

A very popular type, available in a number of variations, has a small "under-tent" with sleeping room for two, over which

is spread a second covering twice the length of the first. Thus, insulation is provided for the occupants of the smaller tent. Either side of the extra length of the outer covering may be raised to form a horizontal sun canopy, so that during the daytime, table and chairs are outside the tent in the shade, while cooking is accomplished in the second "room". At night, with the flap down, the extra space may be used as a second bedroom.

A feature of all these bright tents is that the outer layer sweeps down almost to the ground, so that the securing ropes are only about a foot long, or even less. Quite often loops of catapult elastic are used instead of cord, partly for speed and also because shrinkage in rain is looked after automatically.

The French offer a wide range of bottled gas cooking equipment, from the little picnic Bluet to long-lasting, two-burner types. The many French camping shops surprise the average British camper. Brightly coloured folding armchairs are set at full-size, strong folding tables; there are bottled gas lamps, ice boxes, and all manner of smaller refinements. And always the dominating colour of the orange tents.

The Continental attitude to camping is the reverse of the British. Our inclement weather impels us, in our early camping days, to take the oldest bedding, oldest towels, oldest clothes—to assume that everything will get ruined when, inevitably, the camp gets washed away in a storm. The French take the view that as at home they keep their most battered bits and pieces away from the eyes of guests so, when camping, only their most choice possessions are worthy of the public gaze.

When a typical British entourage sets up beside one of the best Continental layouts the extent of the difference is amusing. Fortunately, the contrast is so great that the British encampment is benevolently regarded as a curiosity rather than an eyesore, and camaraderie is quickly established.

R. M. C.



Right: Beside a cleverly designed tent stands a car well protected from the sun. Below (right): There is little to trip over round this Dutch outfit. Below: The "headquarters," with games room and restaurant, of a good southern camping site





A magnetic-ended dipstick; the magnetism is strong enough to hold pins, which indicate the magnetic region. Auster's Everyman roof rack; a de luxe toolkit by J. Stead



Accessories

Leather Toolkit

A NEW de luxe toolkit is to be marketed next month by J. Stead and Co., Ltd., Manor Works, Cricket Inn Road, Sheffield 2. It is contained in a leather wallet, Zip-fastened and measuring about 8½ in by 4½ in by 1½ in. The contents are a plain and a Phillips (+ blade) screwdriver; pliers; adjustable spanner; feeler gauges; plug tester; insulation tape; tyre pressure gauge and a duster. The price will be £3 3s 9d.

On the Beam

REFINEMENTS of the new de luxe Pathfinder map-distance measurer are a magnifying glass for map-reading, and a compass in the reverse side. The measurer is of the simple but accurate kind based on a little wheel, which is moved along the route on the map, and connects by gearing to a scale marked in miles and kilometres. The proper name for such a thing is opisometer.

The distributors are John Clennell and Co., Ltd., 6, Ludgate Square, London, E.C.4. The price is £1 5s.

Car Cuff Links

ROLLED gold and enamel Stratton cuff links bear the insignia of Austin, Morris, M.G., Riley, Wolseley and Jaguar. The last incorporates the new Jaguar head crest of the car company.

They have bar and swivel toggle links, strong in service. The finish is neat and the colours of the enamels clean. The price is 15s 6d a pair, postage 6d, and the vendors are Bolders and Co., Ltd., 370, Strand, London, W.C.2.

Kerb Climbing

KERB height is, with modern small wheels, increasingly a problem to those owners whose garage entrance makes the bump and jump necessary. The steel ramps introduced by Decospray, Ltd., Eastmoor Street, Woolwich Road, Charlton, London, S.E.7, seem excellent for kerb-climbing. Their width of 1ft 3in makes them easy to aim for, and the height of 4½ in is right for any ordinary kerb. The price is £1 15s a pair.

Designed to be left in the garden by the gate, the ones seen had an excellent finish, being shot-blasted first, then zinc-coated, and finally sprayed with tough aluminium paint. The welding was good, and the broad treads would be kind to tyres. They would serve for cars of any weight.

Magnetic Dipstick

THERE can be three kinds of particles in sump oil. Carbon is soft and non-abrasive; mineral dust should have been kept out by a carburettor intake air filter; but there is also iron and steel dust, a relic of manufacture and assembly, and a product of wear. This is abrasive, and some may cheat the engine oil filter.

A magnetic dipstick is being made by Engine Protection, Ltd., Station Road, Kingswood, Bristol. It costs 9s 6d. The handle end, topped by a knob, is normally longer and more accessible than a standard stick. The tip does, in fact, collect ferrous dust, and this is removed each time the dipstick is wiped. Even if all the dust is not thus collected, it seems a good idea to trap as much as one can.

To ensure correct fit and oil-level indication, the makers need to know car model and year, and also engine number.

Anti-Shine

TO prevent plastic seats making suits shiny, there is a new part-cover called Suit Saver, costing £2 5s. Measuring 1ft 4in wide and 4ft long, it is made of serviceable black cloth, spotted with cherry red, light blue, green or yellow. It is backed with ½ in of plastic foam, so that it does not slip about, and has a small but useful softness and thickness. On a bench seat, it helps the stability of the occupant.

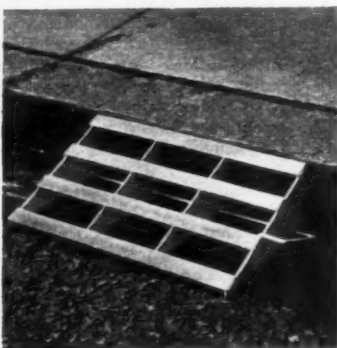
Inexpensive Rack

THE boom in roof racks has created this year something of a furor about unsound models of unsuitable materials. It is a good thing that more of the established firms of high repute have turned their attention to this field. The new Auster Everyman, although costing only £3 3s ex works, is strong and of proper tube steel, well jointed. Its size is 2ft 10in by 3ft, and the finish is black enamel. The claimed capacity is 200 lb, which would seem justified. There is a full complement of five crossbars.

The makers are Auster, Ltd., Crown Works, Barford Street, Birmingham, 5.

Reductions in the price of Mobil Permazone, a corrosion-inhibited anti-freeze based on ethylene glycol, bring quart cans to 13s 5½d and 1-gallon containers to £2 12s. There are also bulk supplies.

The makers are Mobil Oil Co., Ltd., Caxton House, Westminster, London, S.W.1.



Compass backing and map-reading glass of a new map measure (or opisometer); a kerb-climbing ramp in place; and Stratton car-insignia cuff links



The clean contours of the ID19 body shell contribute to a modest fuel consumption and negligible wind noise at speed. Each stainless steel wheel cover is a single pressing. Red tell-tales above each head lamp give a night-guide to width and to bulb failure



Autocar ROAD TESTS 1698

Citroën ID19

ONE of the boldest gambles in the history of motoring was taken almost exactly three years ago with the launching, by the traditionally enterprising French Citroën company, of the DS19; it constituted such a break-away from convention in so many respects that the motoring world's reactions were understandably mixed. If the simpler and less costly ID19, the subject of this test, had been introduced first, the shock might have been less. Both models have front wheel drive and all-independent suspension, trailing arms dispensing with the back axle.

First shown to the French public at the Paris Salon in 1956, the ID19 is available in France in standard and de luxe forms; only the latter type is assembled at Slough, and this model began to leave its production line only last March.

Its mechanical specification includes a less powerful version of the two-litre four-cylinder engine, for which a single-choke Solex carburettor is used in conjunction with induction porting cast integrally within the head, and a conventional ignition system with h.t. distributor is fitted.

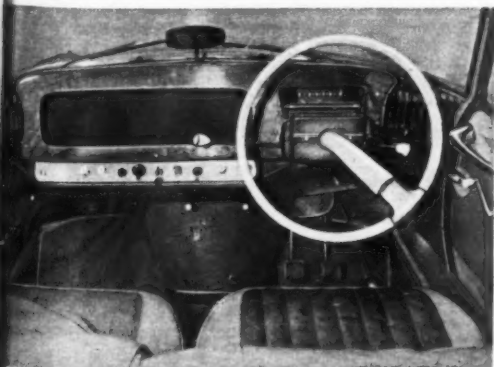
Compensation for an 11 per cent lower power output is found in the fact that the ID's engine has less work to do in energizing auxiliary services, since on this model hydraulic power is applied only to the hydro-pneumatic suspension—not to brakes, steering, clutch or gear selection. This may explain why its performance figures in general have proved slightly superior to those of the DS19 tested by this journal on 7 December 1956. In external appearance it is practically indistinguishable from the DS, but there are material differ-

ences within the body. Thus, for instance, the front seat back rests are not adjustable for rake (although English leather seat trim is specified for both models), the carpets are not backed by cellular sponge rubber, the fascia is quite different, and the steering wheel is of considerably increased diameter. The car's heating and demisting system is simpler.

Unconventional in appearance and mechanical specification, this Citroën belies its looks, perhaps, in being a splendidly spacious and practical family touring saloon—not a sports car. There is room in abundance for legs, heads and elbows; possibly unparalleled all-round vision for sight-seeing; a deceptively capacious luggage locker; and robot suspension controls which automatically compensate for changes in load and its disposition. In open country it has a long and easy stride from which it seems never to tire, and this, coupled with altogether exceptional handling qualities, enables it to cover long distances much more quickly than the accompanying performance figures might suggest. Economical on fuel, it runs happily on commercial grades with the ignition retarded by a manual control.

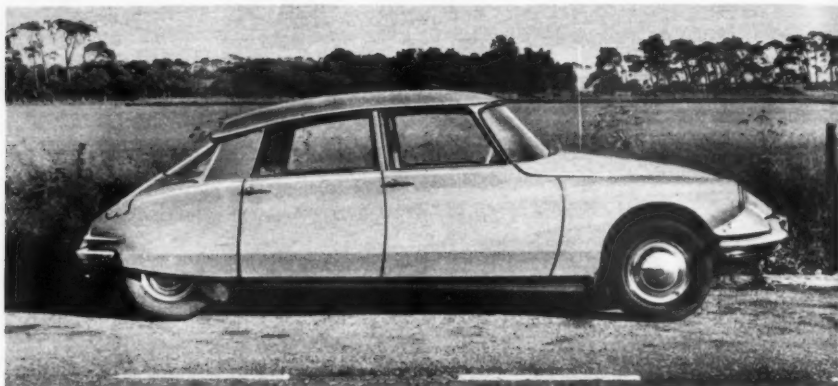
To step out of a steel-sprung car and into the pneumatically supported ID for the first time is to experience a new sensation in motoring—more correctly, to lose some of the less pleasant sensations of motoring. Yet it is even more salutary when, after living with the ID for a week or two, one steps back into the conventional world. At low speeds Michelin X tyres (with steel cord reinforcement backing the tread) fitted as standard equipment add some harshness to

Minor controls are arranged beneath a somewhat incongruous wooden fascia. The suspension height control lever (here in its normal setting) is to the left of the passenger's feet. Instruments are confined to speedometer, ammeter, fuel gauge and oil pressure warning light. Right: the Citroën's aerodynamics are enhanced by a rear track 8 in narrower than the front and enclosed rear wheels. Signal flashlights extend behind the roof guttering



Citroën ID19 . . .

A large window area is complemented by exceptional slender screen and door pillars. The Citroën is particularly easy to wash, and to clean the roof more easily the suspension is lowered



the ride, and some working of the road wheels can be both heard and felt. Thus the full benefits of this suspension system are not immediately apparent—nor does one demonstrate the Citroën to one's friends on a rough gravel drive. It is not, therefore, silent-running nor free from vibration over its native pavé.

Yet in average or fast motoring, especially at speeds over about 40 m.p.h., the degree of comfort and relaxation is quite excellent. The automatic levelling control and an exceptionally low spring-rate combine literally to iron out most surface inequalities, and to give a sense of detachment which in no way implies loss of "feel" to the driver.

Perfection eludes the most competent designs, however, and the Citroën suspension occasionally can be "caught out" even on British and Continental main roads in a very disturbing manner; over bumps of a certain profile it will react so violently that rear passengers will hit their heads on the roof, where a car having conventional suspension will take the obstacle in its stride. Moreover, a dip in the road—if the change in inclination is quick enough—will cause the ID to bottom on its suspension stops with equal violence—these remarks applying when the suspension setting is normal; two slightly harder settings adjusted by a lever to the left of the passenger's feet can be selected on the road, but these detract from the overall comfort. After brief acquaintance with the ID one senses instinctively which undulations are likely to disturb it, and learns to adjust one's speed accordingly, and it must be emphasized that these traits come to the surface only rarely.

At night the head lamp beams are naturally affected by the car's self-levelling properties, so that in general they remain particularly steady; but on the car tested, an already sharp cut-off of the dipped beams was made more acute by nose-dip on braking. On full-beam the head lamps of this car were very accurately adjusted, and enabled high speeds to be maintained until one was confronted by a counter stream of traffic.

The beefy four-cylinder engine performs very ade-

quately, and returns a singularly modest fuel consumption for a vehicle of such carrying capacity and performance. It is neither silent nor smooth, yet its rugged nature and a 24-year background breed confidence in its life and dependability—thus the apparent difficulties of changing an engine will very seldom have to be faced.

Indeed, the character of the engine of this most modern car, allied to exceptionally high transmission gearing, provoke reminiscence of a much earlier era of motoring; for the ID19 has the seven-league boots of a large Edwardian car. In the indirect ratios the engine can be taken up to exceptionally high revs, valve bounce occurring at around 5,800 r.p.m., representing 60 m.p.h. in second and 93 m.p.h. in third. But the latter figure is of purely academic interest, for even were it obtainable in other than favourable circumstances, it would still serve no practical purpose. Even when driven hard and fast this car's thirst for fuel remains modest, and a 14-gallon tank gives a proper touring range of well over 300 miles. The fuel gauge, however, is hopelessly vague.

In top gear the normal maximum is reached at about 3,750 r.p.m., so that this Citroën can be cruised indefinitely at the maximum speed obtainable in any circumstances. On part-throttle it then becomes almost completely smooth and silent, and the miles slip by with as little commotion as is experienced on very much more powerful and expensive vehicles.

On the many *routes nationales* in its country of origin, where high speeds can be maintained for long periods, the ID is thoroughly at home. In these islands it is fundamentally more suited to those whose motoring takes them over long distances in the country than to city dwellers, for the high gearing necessitates rather frequent gear-changing on busy or tortuous roads and in hilly country. In these circumstances third speed is in use most of the time and top is reserved as, in effect, an overdrive. In fact, the minimum useful speed in top is about 30 m.p.h., for below this there is, understandably, negligible power and some roughness.

Left: Hydraulic control of the suspension also provides a jacking system for wheel changes, in conjunction with a simple stand placed beneath either door pillar. The wheels are secured by a single, central lock-bolt, and the rear mudguards are easily detached. Right: Absence of a rear axle has permitted a luggage boot of considerable depth and 17 cu ft capacity, despite a minimum of body overhang. The bumpers are extremely stout





Left: Pendant-type pedals are well suited to the ID19. The engine housing extends back into the driving compartment, but its obstruction is not serious. Above: Wide doors, frameless windows, abundant leg room and luxurious seating are evident. The high setting of the rear cushion allows its passengers an exceptional all-round view

In transmission details the Citroën displays a high degree of engineering quality. The clutch, for which a rather long pedal movement is provided, is extremely smooth at all times, with never a trace of judder. It was only with difficulty, however, that the car could be re-started on a one-in-three gradient with only the driver aboard—a function of too high a bottom gear, for the attempt was not foiled by a trace of wheelspin. First and second gears are notably quiet, and there is no gear noise to distinguish between third and top. The steering-column gear change is one of the most pleasant that we can remember, being very precise and reasonably light to operate. Synchromesh, unbeatable, is applied to all except first speed. The final drive gearing on the car tested was also silent, and the only trace of transmission snatch was noticed at low speeds on the overrun; a brutal standing-start would produce some front-wheel tramp.

On taking over the ID19, the first surprise discovery was that its steering was light during normal motoring, and became somewhat cumbersome only during parking manoeuvres or on acute corners at a low speed. Indeed, the steering of this car sets, perhaps, an absolute standard among present-day cars for its complete precision, lack of transmitted road shock, and directional stability at high speed even in a strong cross-wind. The sense of security which such steering imparts is very probably beyond the experience of most motorists. The turning circle of 36ft is particularly creditable, considering that the car has a 10ft 3in wheelbase.

Unlike many front-wheel-drive cars, the Citroën can be motored round a bend either with the engine pulling or on the overrun without displaying any detectable change in handling, and displays no temperament if the driver lifts his foot in the middle of a curve. With the far greater percentage of weight over the front wheels, traction is at all times first-class, but the unusually soft independent suspension no doubt contributes towards exceptional adhesion also at the rear, even with the car only lightly laden.

Inboard disc brakes are fitted at the front and normal drum-type at rear, as on the DS, but there is no assistance for the driver. Thus, as is to be expected, rather high pedal pressures are necessary. Although the brakes gave every confidence at speed, the Tapley figures from 30 m.p.h. were disappointing, the rear wheels locking too easily. When they were applied hard from high speeds, there was some roughness or vibration of the front brakes. Although during a fast cross-country run no fade was experienced, several successive stops from a high speed induced some loss of braking effort and increased pedal travel.

A very comfortable driving position, with the legs at a suitable angle to the pendant pedals, is marred for those of short stature by the height of the steering wheel rim relative to their eye level; were the front seats raised by, say, 2in, there would still be ample head room. The rear view

mirror is rather inadequate, and is so placed that it obscures the top of the left wing from the driver's view.

Moving in an arc beneath the facia on the driver's right is a hand-brake lever of unusual design, not too easy to reach, but having a thoughtful safety catch to guard against accidental release by a child. It holds the car very efficiently on a one-in-three gradient.

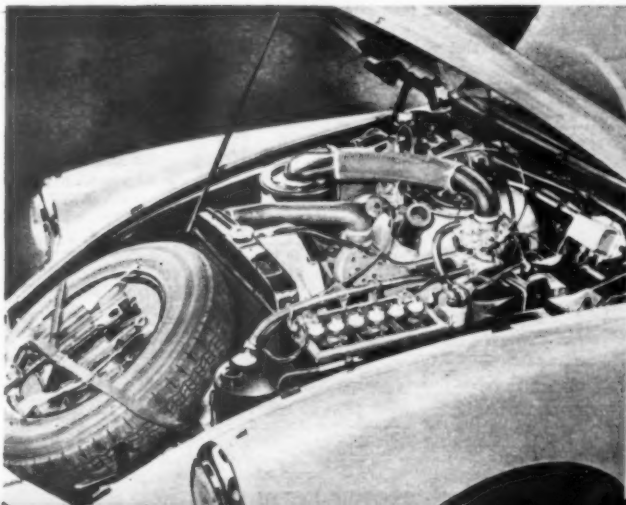
Safety fitments of the ID include the single-spoke steering wheel without a central boss (but at times, especially on long straight roads, the left hand needs a spoke to support it), sponge rubber padding below the facia and around the roof rail, and flexible sun visors. The latter can be swung round most usefully to shield one from a low sun shining through the front door windows. Padded side cushions built into the rear quarters of either side support sleeping passengers' heads.

Exceptionally thin screen pillars and deep, frameless side windows add much to driving pleasure and freedom; at high speeds air leaks around the windows betray themselves rather noisily, but otherwise there is little wind noise. The front door windows can be lowered (with many turns of rather stiff handles) flush, without promoting drafts; but during wet weather they are best kept shut. However, the fresh air ventilation system allows minor hurricanes to be directed over the head, into the face and over the legs. These are dependent on the car's movement, and there is no booster fan to cool one in city jams during hot weather.

Air for heating and de-misting services is directed from behind the many-bladed nylon radiator fan through a small supplementary radiator element connected to the engine's water supply, and into the cabin where two levers beneath the glove pocket give accurate control. Even at low engine speeds the delivery is strong and the system almost silent.

Criticism must be levelled at wipers, which leave a large central area of the screen unswept and are none too effective over the area they do cover, especially at speed. A fingertip, flick-type switch behind the steering-wheel for the flashing signals would be more convenient than the two-way switch on the control panel—not easy to find at night.

Stowage space for maps and other odds and ends is limited to the open glove locker and a vast shelf behind the rear



A simpler engine room than that of the DS19 makes the ID19 easier for routine service, but major tasks are still a problem. Beneath the spare wheel are cooling ducts to the inboard, disc-type front brakes

Citroën ID19 . . .

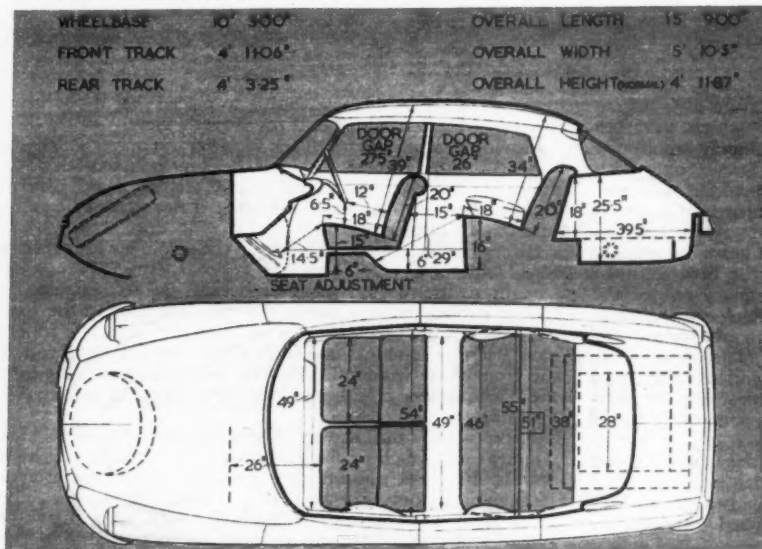
seat squab. Such is the ride of the car that any extra gear placed on the floor in the centre of the driving compartment does not shift about.

Inevitably one is asked whether it is worth paying an extra £228 for the DS. In performance figures there is practically no difference between them; many drivers still prefer direct control as provided by the three pedals and conventional gear change of the ID, and are prepared to put more energy into steering and braking. Yet only in the DS

can one appreciate fully the chief objectives in the Citroën engineers' minds when this design was evolved—those of relaxation and reduced driving effort, so important on long journeys; and the DS comes, too, with those extra little touches of luxury equipment as well as being spread more liberally with sound-deadening materials.

In a nutshell, the ID19 can cover extensive distances fast and in great safety, and is economical to run. It feels robust and well-engineered, and extends to its passengers pullman comforts plus the panoramic field of view of an observation car. It is obviously at its best on the uninterrupted Continental highways for which the design was conceived.

CITROËN ID19



Scale 1/4 in to 1 ft. Driving seat in central position. Cushions uncompressed.

PERFORMANCE

ACCELERATION:

Speed range, Gear Ratios and Time in sec.				
M.P.H.	3.31-1	4.77-1	7.35-1	13.79-1
10-30	—	—	6.8	—
20-40	—	10.4	7.0	—
30-50	18.2	10.9	8.0	—
40-60	20.5	11.8	—	—
50-70	22.4	15.8	—	—
60-80	33.7	21.5	—	—

From rest through gears to:

M.P.H.	sec.
30	6.1
40	9.9
50	14.0
60	21.1
70	30.7
80	42.7

Standing quarter mile 22.3 sec.

MAXIMUM SPEEDS ON GEARS:

Gear	M.P.H.	K.P.H.
Top	(mean) 86.5	139.2
	(best) 88	141.6
3rd	87	140.0
2nd	60	96.6
1st	30	48.3

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent gradient
Top	150	1 in 14.9
Third	223	1 in 10.0
Second	370	1 in 6.0

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	90
True speed	10	20	30	39	48	58	68	78	87

BRAKES (at 30 m.p.h. in neutral):

Pedal load	Retardation	Equiv. stopping distance in ft
in lb		
25	0.27g	112
50	0.41g	74
75	0.54g	56
100	0.75g	40
125	0.81g	37

FUEL CONSUMPTION:

M.P.G. at steady speeds	Direct Top
M.P.H.	
30	50.0
40	44.4
50	38.0
60	32.9
70	29.7
80	25.6

Overall fuel consumption for 1,109 miles, 26.3 m.p.g. (10.74 litres per 100 km).

Approximate normal range 24-36 m.p.g. (11.77-7.85 litres per 100 km).

Fuel: 50/50 mixture of premium and commercial grades.

TEST CONDITIONS: Weather: dry, breezy.

Air temperature 68 deg F.

Acceleration figures are the mean of several runs in opposite directions.

Tractive effort obtained by Tapley meter.

Model described in *The Autocar* of 5 October, 1956.

DATA

PRICE (basic), with saloon body, £998. British purchase tax £500 7s. Total (in Great Britain) £1,498 7s.

ENGINE: Capacity, 1,911 c.c. (116.5 cu in). Number of cylinders: 4. Bore and stroke: 78 x 100 mm (3.07 x 3.94 in). Valve gear: o.h.v. pushrods, hemispherical combustion chambers. Compression ratio: 7.5 to 1. B.H.P.: 66 at 4,500 r.p.m. (B.I.P. per ton laden 48.4). Torque: 97.6 lb ft at 2,500 r.p.m. M.P.H. per 1,000 r.p.m. in top gear: 23.

WEIGHT (with 5 gal fuel): 24.27 cwt (2,720 lb). Weight distribution (per cent): F, 65.6; R, 34.4. Laden as tested: 27.27 cwt (3,056 lb). Lb per c.c. (laden): 1.6.

BRAKES: Type, Citroën, disc and drum. Method of operation: hydraulic. Drum dimensions: R, 10in diameter; 1.5in wide.

Disc diameter: F, 11.6in. Lining swept area: F, 227.8 sq in; R, 84.3 sq in (228.8 sq in per ton laden).

TYRES: 16.5-4.00in Michelin X. Pressures (lb per sq in): F, 24; R, 20.

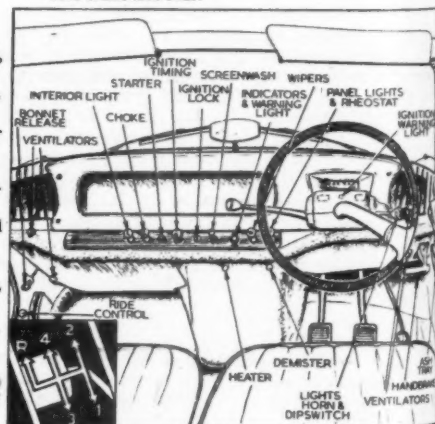
TANK CAPACITY: 14 Imperial gallons. Oil sump: 7 pints. Cooling system: 15 pints.

STEERING: Turning circle Between kerbs: 37ft lin. Between walls: 39ft 1.5in. Turns of steering wheel from lock to lock: 4.

DIMENSIONS: Wheelbase: 10ft 3in. Track: F, 4ft 11.06in; R, 4ft 3.25in. Length (overall): 15ft 9in. Width: 5ft 10.5in. Height: 4ft 11.87in. Ground clearance: 6.25in (normal).

ELECTRICAL SYSTEM: 12-volt: 57 ampere-hour battery. Headlights: double dip; 50-40 watt bulbs.

SUSPENSION: Front, independent half wishbones. Rear, independent trailing arms. Oleo-pneumatic suspension strut for each wheel incorporates fluid damping. Anti-roll bars front and rear.



Disconnected Jottings

BY THE SCRIBE
Barry Appleby Drawings

Sinking Steadily

AS might be expected, the Report of the Road Research Board (1957) deals largely with road problems. Always suspicious of moorland roads, because of the ponies, I now understand why they always seem to be rather wavy of surface. For with peaty soils, settlement continues after pore-water pressure is dissipated. Times of dissipation conform closely with those calculated by Terzaghi's inverse square law for one-dimensional consolidation.

There doesn't seem to be much we motorists can do about that; but we can refrain from luring ponies to the roads by feeding them.

Not Fast, Really

THE Board may sometimes be a little technical in its language, but it does not go in for prejudice or oratory. In an interesting section of the report, dealing with average speeds measured on home and Continental main roads, there is no denunciation of blood-crazed speed maniacs lusting for the supersonic, nor outcries about vile old dodderers in disgusting and unsafe old cars cluttering up the roads. But in this section there are interesting figures:—

Mean car speeds on motorways	and on ordinary main roads
Belgium 52	47
Holland 53	45
Germany 54	50
France 52	42
Britain —	—

The Continental main road speed mean is rather higher than it is in Britain. The Board hazards a guess that our mean speed on our new motorways will be 50.

The mean speeds must be made lower on the Continent by miniature cars; and in this country, by our percentage of "old heaps". They may not reflect truly the speeds of full-sized and modern cars.

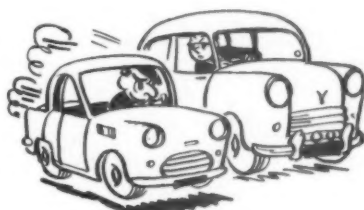
Back to Normal

IT seems very doubtful that motorways will form the main part of travel and motoring for us here. Ordinary roads, city streets, not to speak of shopping and other local activities, will continue to account for most of the mileage and for our driving habits. I cannot see that special roads will breed a new crop of very fast vehicles and fast drivers. Up to the top speeds of our four-legged cousins in the animal world, as high as 40-60 m.p.h., all healthy human beings do not have to strain quickness, vigilance and eyesight. However, 100 m.p.h. does require enormous concentration, the development of instinct and senses to a higher pitch, and a car which is

either expensive, or a big-engined little one with limited accommodation.

As the Board points out, drivers in built-up areas seem to go above legal limits when they feel it is safe to do so, and well below the limit when they don't like the conditions at all.

At all times, drivers just choose a comfortable speed, which doesn't frighten or strain them—or their cars. I dare say they will be as sensible on motorways as they are on *autobahnen* and *autostrade* when they go touring.



Comfortable speed

Low Levels

A GARAGEMAN'S view of secondhand car sales was that pre-war popular cars had reached very low prices, and those of early post-war cars, especially those with very big engines, had also declined greatly. He spoke of recovery of prices, but I do not think that to be an appropriate word. In a post-war car shortage, secondhand prices reached an absurd level, and they continued at a high rate even when the car famine had gone. A friend in the trade told me that many people were so used-car-conscious that it never even occurred to them to consider buying a new one.

However, it seems to me that used car prices are not "slumping," but becoming normal. They should reflect the residual value of a car—not only the mechanical state, but also that of the wiring, the paint, the plating and upholstery. There are perhaps three stages of life—the first innings, all smart and sound, although afflicted with teething troubles; a period of long and honourable service with some wear and some loss of smartness; and a decrepit old age as a "good-goer."

Immortality

I DO not know what mileage and age figures to take for the first two periods, since they are so greatly affected by original quality and subsequent treatment, but the third or "good-goer" phase may go on for ever. If the brakes and steering are rebuilt every few years, the rest can always

be coaxed into action, for it some sort of spark reaches some sort of petrol mixture, there is usually combustion. If a wire carrying electricity is lashed to a further wire, the current will generally continue onward until it reaches a lamp in triumph. This is all right for artisans with expert chums, but exhausting and worrying for young gentlemen.

Where the used car buyer has been at fault in the last decade is in supposing that the old-age period never arrives. Harassed by the numerous mechanical, electrical and corrosion problems of a car's old age, he then sometimes reacts by seeking quality, because he is beginning to think popular cars are "no good." He buys an aged quality car, under the impression that such a one lasts for ever; its many troubles may prove more costly than those of the popular cars.

Old Cars as Art-form

IN conversations overheard and random meetings are any guide, artisan motorists thoroughly enjoy a nice bit of trouble.

The old bus has cracked amidships. If you ask me there's always been a weak point; they should have put some re-inforcement there. Joe Metalbasha is coming to dinner on Sunday, and the crack is to be fixed. It will be interesting and enjoyable; we are going to use a gusset cut on the bias. My boss has given me a nice bit of material though I haven't told him yet.



Gift from the boss

Frontier Incident

WHEN I asked whether hailstones really could damage body panels several readers wrote. One in the States, had met big stones which had damaged his car, not to speak of breaking the windows in the house. Another reader mentions the denting of all the aluminium panels and head lamp shells of an old Vauxhall, during a picnic in the Khyber Pass.

My romantic imagination had thought that the Khyber was in other respects rather unsuitable for a picnic.



Spanish Petrol Surprise

AS we closed for press confirmation of a rumoured tax increase on petrol in Spain was still not obtainable. Reports had indicated an 8d a litre increase which would raise the price by three shillings to no less than 8s 5d a gallon. It seems certain that if the change is as high as this some tourist concession will have to be made. The increase is reported to be part of a series of new taxes on so-called luxuries.

Oporto Report by Air

A FULLY illustrated report of the Oporto Grand Prix follows these news pages, thanks largely to the co-operation of our sister journal *Flight*. After the race, Peter Garnier and staff photographer Ian Macdonald were able to fly home from Portugal in *Flight's* Gemini, with a first-hand story and race photographs. Alternative means of travel were either unsuitable or would have taken too long.

Standard Expansion

NEW premises have been acquired on the Slough Trading Estate in Buckinghamshire by the Standard Motor Co., Ltd. This is the company's latest develop-

ment since the acquisition of Mulliners, Ltd., and it will give them an additional operational area of 160,000 sq ft, with 1½ acres of hard standing, in the London area. The new organization will be used mainly for spare parts storage, but there will be some additional facilities for repairs. The new Slough premises will have a staff of 300 to 400 employees, and is expected to be in operation before the end of the year.

Recuperating Meters

WHEN the Westminster parking meter scheme came into force the regulations made it clear that it is officially

illegal to "recuperate" meters by inserting an additional coin before they run out. Now, ten summonses have been issued against motorists who either failed to pay the initial charge, left a vehicle at the meter after the excess charge period had run out, or "by the insertion of an additional coin in a parking meter did unlawfully postpone the indication by the meter of the time after which the excess charge would have been incurred."

German Exports Decline

IMPORTS of cars to the United States from West Germany in May fell from 12,022 (in April) to 10,111. In contrast, the total of British exports to the U.S. market was practically unchanged at 11,596, bringing the total for the first five months to 62,833 vehicles. This figure, as well as the May totals, leaves us comfortably in the lead as the largest exporter of vehicles to America.

German exports as a whole declined steadily from 65,533 in March to 54,849 in July. Total exports from January to July were, however, appreciably above those for the same period of last year—415,064 compared with 324,098. Production was also up in this period, from 687,187 to 849,404.

Lt.-Col. GOLDIE GARDNER

LIEUTENANT-COLONEL A. T. GOLDIE GARDNER, O.B.E., M.C., M.I.M.I., died at his home at Eastbourne last Monday after a long illness. Born in 1890, and educated at Uppingham School, he served in the first World War in the Cavalry and Royal Artillery, being severely wounded and awarded the M.C. He rejoined the Royal Artillery, and served throughout the second World War, spending a considerable time on the Continent with the 21st Army Group.

He first became associated with the motor industry in 1920, and his name will always be associated with numerous well-planned and successful attacks on International class records—particularly with M.G. His first love lay in motor racing, but he crashed badly in the 1932 Ulster Tourist Trophy, his injuries doing considerable harm to his old war wound. He decided, after he had recovered, to confine himself solely to Brooklands track events, and, in 1935, took to record-breaking, starting off with his last track car, a supercharged 1,087 c.c. K3 M.G. Magnette. To this he fitted an offset single-seater body and lapped the Outer Circuit at 124.4 m.p.h.—a record which has remained unbeaten.

Turning his attention to other places than Brooklands, he took the car over to the Frankfurt-Darmstadt *autobahn* and collected many Class G records—and to Montlhéry for attacks on the hour record, all in June, 1937. So he continued, until the war, taking International class records. In 1938 Lord Nuffield produced a

single-seater record breaker fitted with a supercharged 1,087 Magnette engine producing very nearly 200 b.h.p., which, on the Dessau *autobahn*, in 1939, raised the flying mile and kilometre records to over 200 m.p.h.

After demobilization in July, 1945, Goldie Gardner returned to record-breaking. With a six-cylinder, streamlined M.G. he took Class H (up to 750 c.c.) records at nearly 160 m.p.h. on the Jabbeke-Aeltre motor road in Belgium. In 1947, using four of the M.G.'s six cylinders, he took all Class I (350 to 500 c.c.) records, from 1 km to 5 miles. In 1949 the engine was fitted with a special 3-cylinder crankshaft, and, using two cylinders and a bob-weight on the unused journal, he set the Class J (up to 350 c.c.) flying kilometre, mile and five kilometre records at over 120 m.p.h. In 1948, he borrowed the first of the twin-o.h.c. 4-cylinder engines produced by the Jaguar Company, fitted it into his chassis, and collected the flying kilometre, mile and 5-km Class E (1,500 to 2,000 c.c.) records at nearly 180 m.p.h.

On 20 August, 1951, he took his record-



breaker, now fitted with a supercharged 1,250 c.c. M.G. engine, to Utah Salt Flats, and, on a 10-mile circumference circular course, raised the Class F one-hour figure from 119.6 m.p.h. to 137.4 m.p.h.

His continued enthusiasm for his own particular branch of motor sport, in the face of serious injuries, was for many years an example of courage to everyone—and he did the British motor industry a tremendous amount of good, both technically and in prestige.

Very popular among those who knew him—though, latterly, he has been missing from the motor racing scene—his great knowledge and experience of record breaking is a serious loss to the industry.

Vauxhall Rumour Denied

ON Saturday, Vauxhall Motors, Ltd. officially denied American rumours that the Victor was to be manufactured by General Motors in the United States for sale there.

Showtime

THIS year the Paris motor show—the 45th—will be held from 2 to 12 October in the Grand Palais, Champs Elysées. The commercial vehicles and motor cycle show will be held from 3 to 13 October in the Exhibition Buildings at the Porte de Versailles.

The Earls Court, London, show dates are Wednesday, 22 October, to Saturday, 1 November; and of the commercial motor show—26 September to 4 October.

D.A.F. at Earls Court

FIRST foreign appearance of the Dutch D.A.F. car will be made at the Earls Court motor show in October. Three models of the car will be exhibited, and first deliveries of it are expected to start in Holland this autumn.

Still More Power in America

A GENERAL increase in engine sizes is again evident in many 1959 models of American cars, but the increases are being confined to the more expensive models, and several manufacturers are to market a choice of engine sizes. Ford's Mercury and Lincoln Vee-8s will continue to have the biggest engine capacity at seven litres, but both General Motors and Chrysler will have engines over 6½ litres for the first time. (See p. 302.)

Parking Meter Takings

INCOME from the parking meters in Mayfair in the first 26½ days after the scheme came into operation totalled just over £2,000 in shillings and sixpences. In addition, £200 worth of excess charges was received from 400 defaulting motorists. Although the total sounds high it shows that the meters are being used at only about half of their full-time capacity. Takings averaged 2s 5d per meter per day. At 6d an hour for ten hours a day the optimum is 5s a day, but it could be higher if there is overlap in use by different motorists.

Estimates for the annual expenditure on the scheme total £15,400, and the estimated income is £33,200—considerably higher than the first month's takings suggest.

Radioactive Car for Geneva

TWO scientists from Shell's research centre at Thornton-le-Moors, near Chester, are driving to the "Atoms for Peace" exhibition which is being held in Geneva from 1 to 13 September. The car they are taking is a Standard Vanguard estate car believed to be the first car in the world to carry its own complete mobile recording apparatus for determining the wear rate of its own engine by radioactive tracers. At the exhibition, the scientists—Mr. J. R. B. Calow and Mr. J. H. Deterding—will present to the Conference a paper on the application of radiotracers to the measurement of engine wear in moving vehicles.

The apparatus is mounted on a platform behind the driver, and it is possible to follow the effect on the rate of engine wear of changes in driving conditions



A NEW o.h.v. engine replaces the side-valve unit of the Russian Moskvitch 407. Capacity is increased from 1,220 to 1,360 c.c. Some minor styling changes have been made, and the car is offered with a choice of two-tone colours

while the car is actually being driven. The Standard has piston rings which were made radioactive in the atomic pile at Harwell, and in operation minute particles of the radioactive material are carried with the oil down into the sump. A scintillation counter in the lubrication system records the gradual accumulation of radioactivity and translates it into terms of engine wear.

The work has been confined to the measurement of piston ring wear, but the method is equally applicable to the wear of cylinder walls, bearings and other sliding surfaces.

Australian Prices Falling

A REDUCTION of £132 on the price of the de luxe Standard Vanguard Spacemaster in Australia has followed the introduction of a cheaper Hillman Minx over there earlier in the month. The price of the Vanguard is now £A1,298 including tax, and is just £90 more than the Holden. The Standard Super Ten price has also been cut by £47 to £A898

—£37 less than the Morris Minor 1000. The warranty on both cars has been increased from six to 12 months.

All sales except for Holden cars have been lagging in recent months, and price cutting is expected to continue.

Visitors' Guide to London

A NEW map published this week includes an extremely useful guide to theatres, cinemas, shopping areas, hotels, and offers other worth-while information for strangers in London. It is printed in colour, and on a scale of 5½ in to the mile it covers the main central area, from Regent's Park to Battersea Park, and from Notting Hill Gate in the west to Aldgate in the City (east).

The map is well printed, and the marking of through routes and the more important minor roads is clear and easy to follow. A first-class chart of the underground railway system is included. Priced at 3s 6d, it is available from Geographia, Ltd., 68, Fleet Street, London, E.C.4.



LANDSLIDES FOLLOWING torrential rain recently blocked several of the Alpine roads leading from Switzerland into Italy. Here traffic is waiting for the St. Gotthard pass to be reopened

News and Views

China's Embargo Lifted

ALL non-military vehicles may now be exported to the Soviet bloc and China. As a result of the agreement in the Consultative Group, these are among many goods which are now freed from the embargo on imports.

National Safety Congress

THE Royal Society for the Prevention of Accidents will hold its national safety congress at Bridlington, Yorkshire, on 7, 8 and 9 October. Road safety debates and discussions predominate in the programme.

Used Car Auction Prices

THE following is a selection of prices for used cars realized at a recent sale of Southern Counties Car Auctions, Ltd. In the column headed "Condition," A stands for very good, and B for average. The first letter refers to the body, and the second to the car's mechanical order.

Car	Date	Condition	Price £
Austin			
A.30	Nov. '54	A B	357½
A.35	July '57	A B	437½
A.40	May '54	B A	390
A.55	Feb. '58	A B	735
A.70	Sept. '53	B A	337½
Ford			
Popular	Mar. '54	A B	242½
Anglia II	Feb. '57	A B	425
Prefect II	June '55	A B	422½
Consul II	Nov. '56	A B	600
Zephyr I	Jan. '56	A B	470
Hillman			
Minx	Feb. '54	A A	375
Husky	Sept. '55	A B	395
Morris			
Minor Tourer	Sept. '52	A A	292½
Minor 1000	June '57	A B	502½
Cowley	Mar. '55	A A	460
Oxford	Aug. '54	B B	455
Standard			
Eight	Oct. '53	A B	320
Ten	Jan. '56	A B	447½
Vanguard III	May '56	A B	560
Vauxhall			
Velox II	May '56	A B	570
Cresta I	April '55	A A	550

Forth Road Bridge Negotiations

TENDERS for the superstructure, piers and foundations of the Forth road bridge have been accepted, subject to approval of the Secretary of State for Scotland, and work can start on the foundation and cable anchorage contract within a week of approval. Contracts for the roads and viaducts of the approaches have still to be let. As already mentioned, the bridge will have a single span of 3,300ft, fourth longest in the world, and the towers will be 500ft high. The roadway will be 150ft above the high water level.

Glasgow to Scrap Trams . . .

GENERAL satisfaction has greeted the decision of Glasgow Corporation to accelerate the removal of the city's trams. Originally it had been decided to keep them for 15 years, but, a loss of some £500,000 on trams last year prompted the Council to have second thoughts on the matter; now, a five-year tram scrapping plan has been substituted.

. . . and Ban Parking

IN the beginning of October Glasgow's recently authorized ban on centre-of-the-city parking will come into force, and special efforts are to be made to try to enforce it. There will be roving patrols of police motor cyclists, and extensive use will be made of the powers to tow away wrongly parked vehicles.

Sorry and Regretful

A WARNING has been issued by the Automobile Association that it is not always wise to say "I'm sorry" to a policeman. Since the introduction of the Magistrates' Courts Act 11 months ago, the Association has been watching the new "rubber stamp" procedure in guilty plea cases for minor traffic offences. Nearly one driver in every six, it appears, says "I'm sorry" to the policeman involved—but nevertheless usually receives a summons. There is some reason to believe that when this statement appears in the police statement of facts the words imply an admission of the offence, when

all that was meant was a spontaneous expression of regret at causing inconvenience—or more likely, at being caught.

There is some confirmation of this in another aspect which the A.A. has revealed, that even in cases where the defendant's name has been misspelt, car registration numbers have been wrongly quoted, or there have been other more important errors, the police have always been careful to report it if the defendant says "I'm sorry."

Farnborough Report

EXPERT analyses of individual flying demonstrations seen at the Farnborough Air Show, and the inside story of Britain's newest machines among the exhibits, will be included in next week's *Farnborough Report* number of our associated journal *Flight*. It will be on sale on Friday, 5 September, price 1s 6d as usual.

Flight's Britain's Aircraft Industry number is on sale today from all newsagents, price 2s 6d; and this is the first of the three special numbers for Farnborough. It contains a superbly illustrated survey of Britain's latest aircraft and power units.

The Farnborough display opens next Monday, 1 September, until Sunday, 7 September.

Road Tests

THE following is a list of road tests carried out by *The Autocar* during the past six months. The list is published in the last issue of every month.

14 March 1958, Morris Oxford Traveller III; 28, Sunbeam Rapier II.

11 April, Austin A.95 Countryman; 18, Simca Vedette Beaulieu; 25, Facel Vega F.V.S.

2 May, Vauxhall Cresta II; 9, Ford Anglia (two-pedal); 16, Rolls-Royce Silver Cloud; 23, Simca Aronde Monthéry; 30, Austin-Healey 100 Six.

6 June, Volvo Amazon; 13, Jaguar 3.4; 20, Austin-Healey Sprite; 27, Morris Minor 1000 Traveller.

4 July, Austin A.35 four-door; 11, Vauxhall Victor estate car; 18, M.G. Twin Cam MGA; 25, Daimler Majestic.

1 August, Standard Vanguard III (automatic); 8, Singer Gazelle IIA Convertible; 15, Berkeley 492 c.c. Sports de luxe; 22, Borgward Isabella TS; 29, Citroën ID19.



MAJOR ROAD reconstruction is going on in Stockholm, Sweden, where car ownership is in the ratio of one per eight citizens, and expected to rise to one car to five people by 1970. In this view looking north are fly-overs and footbridges being built at Slussen

Oporto G.P.



Shortly after the start, the massed cars swing off the wide sea front to concentrate into the narrow start of the straight—in view are Mike Hawthorn, Jean Behra, Stuart Lewis-Evans and Harry Schell; Moss, in the lead, is already out of the picture

Vanwall's First. Third: Ferrari Second: Moss' Great Drive

AFTER driving a faultless race in very tricky conditions and on a strange circuit, Stirling Moss won last Sunday's Portuguese Grand Prix for Vanwall, having led for 44 of the 50 laps. Mike Hawthorn who, until the Ferrari's brakes began to fail, had closely challenged Moss—leading the race for six laps—followed him home in second place, the Vanwall and the Ferrari being the only two of 15 starters to complete the full distance.

To those who were not paying close attention the race may have lacked sustained excitement, but there was high drama at the finish. After Moss had crossed the line, and received the chequered flag, Hawthorn, on the way round his final, 50th lap, spun the Ferrari—and but for a fine effort in getting the engine started again, might well have been unable to finish at all.

TO THE MAJORITY of the drivers, this Portuguese circuit was unknown, and, in the opinion of many, somewhat dangerous. In the light of current thought on the subject of circuit layouts, and safety, this point of view was understandable. The 4.6-mile lap was laid out in the suburbs of the town of Oporto, largely through residential areas; the starting grid was situated on the Esplanada do Rio de Janeiro, which runs along by the sea, and which is made up of cobble-stones with a thin, and very shiny, layer of asphalt. Unlike others, the race is run anticlockwise. A short distance after the start, the road enters a roundabout, from which it takes a

90 deg turn to the left. Between the grid and the roundabout the road is very wide—the widest part of the circuit—but immediately after the roundabout it becomes very narrow; to add to the difficulty of this particular corner, the wide part of the road is traversed by a snaking tramline. Few drivers took the same line round the corner, some preferring to cross the tramlines once only, and at as acute an angle as possible, others deciding to cross them twice, at oblique angles.

After the roundabout, the very fast mile-and-a-half, straight Avenida da Boavista, on which the cars were fully extended, runs down to a six-road

junction where the circuit takes a climbing left turn. The straight consists of one side of a dual carriageway, with tramlines and an avenue of trees running down the centre. Apart from where the tramlines emerge occasionally from their avenue, the surface here is fair. After climbing for a little, past houses and more trees, the road starts to descend towards the sea front again, in a series of well-surfaced, fast, sweeping bends—a few of which tighten-up unexpectedly. Finally, at an ill-defined left-hand corner—like so many other corners at Oporto—lined with the straw bales that were used in great profusion all the way round the circuit, the road sweeps left to return to the starting area.

At intervals around the circuit, and all the way along the stretch by the sea, are cobble-stones. During practice the roads were dry, but many felt that the effect of a fall of rain on these already slippery surfaces might be disastrous. This, the narrowness, and in particular the variations in width, make Oporto not one of the safest of circuits—and one which takes a lot of learning.

The organizers, however, had gone to immense trouble to make their event—counting for the first time for the Drivers'



Harry Schell, black faced and with the B.R.M.'s bonnet open: for six or seven laps, the left-hand clips held it in position, and Schell finished sixth

Oporto G.P....

Championship—a success. By continental standards the marshallings were good, lights being placed at the entrance to several tricky corners to warn oncoming cars of any mishaps—as well as the normal flag marshals. So proud were the organizers of the honour bestowed on their race that, instead of placarding it as the Grand Prix of Portugal, they headed all their publicity—placards, programmes and so on—with the words “Campeonato do Mundo de Condutores.”

During practice Moss, in Vanwall No. 2, put up fastest lap in both sessions, on Thursday and Friday evenings. His final best lap, in 2min 34.21sec (107.45 m.p.h.) gave him pole position on the grid. Tony Brooks, who had misgivings about the circuit—as he put it, it “did not click” as quickly as most circuits do—put in a best lap in 2min 35.96sec, and Lewis-Evans, with the third of the Vanwalls, lapped slightly faster (2min 34.6sec) and took third place on the front row of the grid. The Vanwalls had sprouted bonnet-top oil coolers for the race.

Ferraris brought two cars, for Mike Hawthorn and von Trips; one of these, the car von Trips eventually drove in the race, was fitted with the coil spring rear suspension that first appeared at the Nurburgring. Hawthorn's best lap, in 2min 34.26sec in the transverse leaf spring car, put him on the front row of the grid, between the Vanwalls.

B.R.M.s, too, brought two cars, for Behra and Schell; Behra, with a lap in 2min 34.99sec, shared the second row of the grid with Tony Brooks, so that, of the fastest five cars, four were British.

During the second practice session, Cliff Allison crashed his Lotus on the Boavista straight, and reduced the car to a mass of very small pieces—fortunately without injury to himself. Maria Teresa de Filippis, driving Gerini's 250F Maserati, also crashed, knocking down a vast concrete lamp standard just after the

roundabout at the end of the sea front. Signor Dei, of Scuderia Centro-Sud, had entered one Maserati 250F for Troy Ruttman—who had subsequently returned to America—and had brought along a

spare car. Without anyone to drive his cars, therefore, he handed them over to Miss de Filippis and Cliff Allison. Joakim Bonnier, in his own 250F, and Carroll Shelby, in the brand new lightened Maserati which Fangio drove at Rheims, and which is now owned by Temple Buell, made up the Maserati strength

to four cars. Allison's was the blue-and-white one which Masten Gregory drove at Silverstone in May this year.

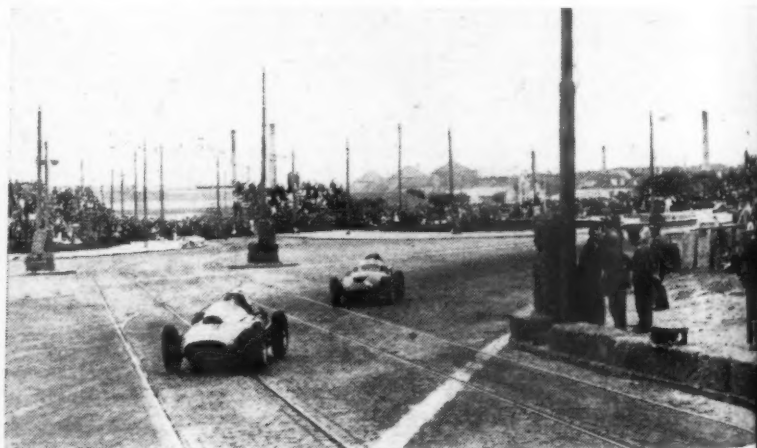
Trintignant, driving Rob Walker's 2,012 c.c. Cooper-Climax (with old-type, leaf spring front suspension), clouted a pavement during practice, bending the frame; the car was repaired in time for the race. Factory Cooper entries were driven by Roy Salvadori (1,960 c.c.) and Jack Brabham (2.2 litres). With a limit of 16 starters imposed by the organizers, only 15 cars lined up for the start, the grid being made up as below (practice times are given in brackets).

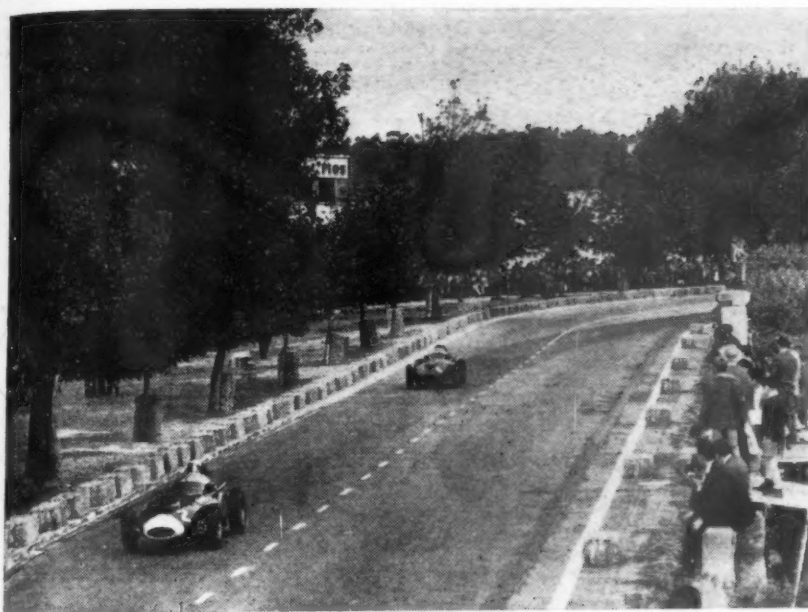
Race day, in contrast with the sunshine of the practice periods, was dull and overcast. Soon after lunchtime a fine drizzle began to fall, making the cobbles treacherously slippery, but fortunately this had stopped and the road started to dry as 4 p.m., and the start, drew near. The huge and plentiful stands soon filled, though hundreds of bathers, unconscious of—or immune to—the attractions of motor racing continued to swim in the surf alongside the Esplanade.

Promptly at 4 p.m. the flag dropped, and the 15 cars snaked on the wet track as their clutches bit. Closely packed together, and led by Moss after a wonderful start, they double-crossed the tramlines and swung round the roundabout to concentrate, without mishap, into the narrow beginning of the straight. Hawthorn followed Moss, then Behra, coming through on the inside . . . Lewis-Evans . . . Brooks . . . Schell . . . and the rest. By the end of the 4.6-mile lap they were beginning to spread out, and Moss led Hawthorn through the pit area, already appreciably ahead of von Trips, in third place; Moss' standing lap had

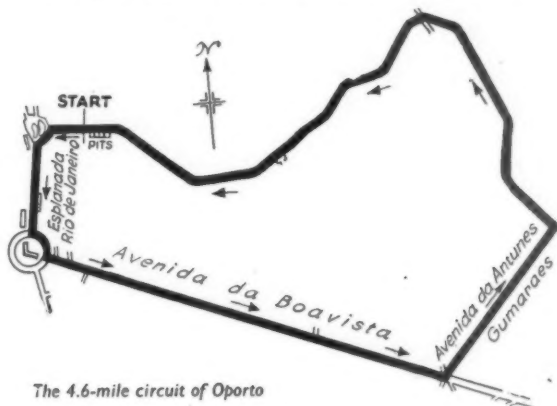
S. Moss Vanwall No. 2 (2min 34.21sec)	J. M. Hawthorn Ferrari No. 24 (2min 34.26sec)	S. Lewis-Evans Vanwall No. 6 (2min 34.6sec)
J. Behra B.R.M. No. 8 (2min 34.99sec)	C. A. S. Brooks Vanwall No. 4 (2min 35.96sec)	J. Brabham Cooper No. 14 (2min 37.46sec)
W. von Trips Ferrari No. 22 (2min 37.04sec)	H. Schell B.R.M. No. 10 (2min 37.05sec)	C. Shelby Maserati No. 28 (2min 40.44sec)
M. Trintignant Cooper No. 12 (2min 37.97sec)	G. Hill Lotus No. 20 (2min 46.22sec)	C. Allison Lotus No. 18 (2min 46.27sec)
R. Salvadori Cooper No. 16 (2min 43.03sec)	J. Bonnier Maserati No. 32 (2min 46.60sec)	M. T. de Filippis Maserati No. 30 (3min 01.95sec)

Von Trips leads Tony Brooks round the ill-defined corner that led back along the sea front. Some idea of the tremendous crowds can be obtained





Winding down from the hinterland to the sea front, Moss leads Lewis-Evans, a lap behind



The 4.6-mile circuit of Oporto

been completed in 3min 3sec. Behind Trips' Ferrari, and grouped together, were Schell and Lewis-Evans—then a gap, and Behra, Brabham, Brooks and Shelby followed behind. Bringing up the rear, unaccustomed to a full-sized G.P. Maserati, was Allison, following Miss de Filippis. Though the road was drying, there were damp, slippery patches beneath the trees on the Boavista straight, and large drops of water fell on the drivers.

Second time round, Hawthorn led Moss by 4sec, having lapped in 2min 54sec, and Schell had moved up into third place, ahead of Trips. For the next five laps Hawthorn led the race, though Moss slowly crept up; 3.2sec at the end of lap 3, 2.5sec by lap 4, 1sec by lap 5—and next time round they were close together. By lap 7, the last on which Hawthorn held his lead, Behra was challenging von Trips for third place. Lewis-Evans lay fifth, Schell sixth,

After a brilliant drive in the new, lightened Maserati owned by Temple Buell, Carroll Shelby spun with a locked brake on the 48th lap, and retired when lying sixth

Shelby (looking absurdly big for the Maserati, and strapped in) seventh, and Trintignant, Brooks and Brabham eighth, ninth and tenth. Maria Teresa de Filippis had pulled off the road, at the back of the circuit, preferring to retire than get in the way of the leaders who had already started to lap the rearguard.

Moss took the lead back from Hawthorn during the eighth lap, and quickly began to pull away; at the end of the ninth, Bonnier brought his Maserati in to the pit to retire with defective front suspension. Moss, as he built up his lead, completed his tenth lap in 2min 39.2sec, and Tony Brooks, now getting the hang of the circuit, lying in tenth position, began to put on speed, gaining 3sec a lap on Brabham. On lap 13, when Moss led by 15sec, followed by Hawthorn and Behra, von Trips, lying fourth, made a very brief pit stop to have his bonnet fixed—one of the catches had lifted. Without losing a place he moved off again, though Lewis-Evans, lying fifth, came near to catching him. Shelby, driving a first-class race in the little Maserati, was beginning to catch Lewis-Evans. Next time round, von Trips' bonnet had come undone again, but this time he decided to chance it and keep going.

Lewis-Evans passed Trips into fourth place on the 15th lap; Behra, lying third, was already 24sec behind Hawthorn, who was about the same distance behind Moss. Both Behra and Schell had taken on the heavy coating of brake dust common to B.R.M. drivers, and had entirely black faces and helmets. It seems that, with inboard-mounted disc brakes, some sort of brake-dust silicosis may become an additional occupational hazard for racing drivers. Cliff Allison decided to call it a day with the Maserati, preferring to watch the race from the pits rather than from a mobile obstruction to the faster cars. Unlike Miss de Filippis, however, he decided to retire at the pits, under the eyes of the organization—which took a poor view of this strictly unnecessary whittling down of the field!

So far as the positions among the leaders were concerned, there was no change by half-time; Moss, now 55sec ahead of Hawthorn, continued to pull away. Behra followed in third place, about 45sec behind, with Lewis-Evans, Shelby (now leading Trips), Brooks, Trintignant, Schell, Brabham, Hill and Salvadori following astern. Graham Hill lost control of his Lotus in the narrows of the start of the straight. Because of the ridiculously small cockpit, and the cramped driving position, he was unable to swing the wheel, and correct the slide, without his hands hitting his knees, and the car slowly mounted the straw bales, suffering too much damage to continue the race. As quick as





Lap seven begins, with Moss just about to repass Mike Hawthorn, the two cars taking the left-hander off the sea front

Oporto G.P....

lightning, the warning light system went into action and prevented following drivers from joining Hill's accident.

Von Trips soon repassed Shelby, and Moss began to lap Evans, lying in fourth place. At the end of the 33rd lap, Hawthorn passed the pits tapping the top of his helmet with the palm of his hand, and doing likewise to the steering wheel. The Ferrari pit staff produced cans of oil, and Mike stopped at the end of the next lap and filled up; Behra's B.R.M. shot past into second place as the Ferrari stood at the pit. By now, Moss, driving a brilliant race, was beating and re-beating his own lap record. Lap 28 was completed in 2min 33.83sec, to Hawthorn's 2min 36.78sec; Moss then completed his 31st lap in 2min 32.58sec.

Then came Hawthorn's turn, as he made up ground and began to overhaul Behra. His 36th lap was in 2min 32.37sec (108.74 m.p.h.). As Moss came round towards the pit, Derek Wootton held out a signal to him reading "HAW REC"—there was a valuable single point towards

the Drivers' Championship to be won for the fastest lap. But Moss misunderstood the signal and shook his head. (The details are explained in *The Sport*.)

Soon Tony Brooks, who had moved up to fifth place, behind Lewis-Evans (who, in turn, had been lapped by Moss), spun the Vanwall at the end of the long straight. The car was on an uphill stretch, and Brooks tried to restart it by pushing. It was hopeless, however, so rather than walk back to the pits, he enlisted the services of the marshals to push-start the Vanwall—thereby getting himself disqualified. It was the only course open to him, and extremely bad luck after his climb up from tenth position.

While Behra's B.R.M. began to sound off-colour, Hawthorn caught and repassed him into second place on the 42nd lap. Four laps later the B.R.M. was lapped by Moss—still followed faithfully by team-mate Lewis-Evans, who was thus "towed" into third place.

Roy Salvadori, bringing up the rear, called at the pit for a quick tyre inspection—and Carroll Shelby, who had without doubt driven the Grand Prix of his life, spun—he claimed ten times—

when a brake locked on, again at the end of the straight. With only three laps to go, this was miserable luck, as he should have finished sixth, or even fifth.

With only Moss and Hawthorn on the same lap, Lewis-Evans lying third, and Behra, the B.R.M. now sounding comparatively healthy once more, in fourth place, the leaders set off on their last lap. Within yards of lapping Hawthorn (whose Ferrari was now virtually without brakes after its duel with Behra) Moss took the chequered flag. Although the Ferrari and Vanwall virtually passed beneath the flag together, it was necessary, of course, for Hawthorn to go round once more to complete the race and, incidentally, his 50th lap. Behind Moss came the attendant Lewis-Evans, to complete his 49th lap, and his race. He was followed by Behra, von Trips (also suffering from loss of brakes), Schell, Brabham, Trintignant and Salvadori (now very slow).

When the remainder of the field was home past the flag, it suddenly became apparent that Hawthorn was missing. Breathless moments went by... had he crashed through loss of brakes on his final lap?... or had the Ferrari let him down? But Moss then pulled into the pit, having completed his slowing-down lap, and gave a thumbs-up signal, indicating that Hawthorn had spun—as indeed he had—on the twisting ascent after the straight, and finished up facing the wrong way. With a superhuman effort he push-restarted the Ferrari down hill (to have summoned assistance would have meant disqualification and Moss, in fact, had stopped to keep the would-be helpers away). As the final car had gone by, the engine fired and he was off... he turned round, and at last came through the pit area to receive his chequered flag.

For Mike it must have been an appalling moment—for the spectators it was bad enough—and the strain and anxiety were only too obvious on his face. For some time neither he nor the crowds knew where he had finished. Was it second, because his (apart from Moss' Vanwall) was the only car to have completed 50 laps?... or was it sixth, because Lewis-Evans, Behra, von Trips and Schell had finished before him? At last—though there was no official confirmation for an hour or so—it became obvious that however one looked at it he was second. For Hawthorn it had been near-catastrophe. Subsequently someone protested that he had driven in the opposite direction to the race, but this was not upheld by the committee.

So, just as at the Nurburgring, Moss became one point closer to Hawthorn's lead in the Championship. For his win he scored eight points; for second place and the record lap, Hawthorn scored seven, keeping himself still in the lead with 37 points to Moss' 32. Monza and Casablanca are still to come; even though it is only the six best performances that count, the Championship will not be decided until Casablanca has been run.

PROVISIONAL RESULTS

(50 laps of 4.6-mile circuit; 230 miles)

1. Vanwall (S. Moss), 2hr 11min 27.8sec, 105.03 m.p.h., 50 laps.
2. Ferrari (J. M. Hawthorn), 2hr 16min 40.55sec, 50 laps.
3. Vanwall (S. Lewis-Evans), 2hr 11min 29.33sec, 49 laps.
4. B.R.M. (J. Behra), 2hr 11min 44sec, 49 laps.
5. Ferrari (W. von Trips), 49 laps.
6. B.R.M. (H. Schell), 49 laps.
7. Cooper (J. Brabham), 48 laps.
8. Cooper (M. Trintignant), 48 laps.
9. Cooper (R. Salvadori), 46 laps.

Fastest lap: J. M. Hawthorn, 2min 32.37sec, 108.74 m.p.h.

Lap of honour: Stirling Moss, Mike Hawthorn and Stuart Lewis-Evans are driven round the circuit after the race—in the first sunshine of the day



X-HAND MARKET GUIDE

Used Cars on the Road-130

1954 STANDARD EIGHT

Basic new price	£339 0 0
Total price new	£481 7 6
Price secondhand	£375 0 0

Acceleration from rest through gears:	
to 30 m.p.h.	8.2 sec
to 50 m.p.h.	26.4 sec
20 to 40 m.p.h. (top gear)	14.6 sec
30 to 50 m.p.h. (top gear)	19.8 sec

Petrol consumption	36-44 m.p.g.
Oil consumption	2,200 m.p.g.
Mileometer reading	18,488
Date first registered	September, 1954

Provided for test by Arnotts Garages, Ltd., Grange Road, Willesden Green, London, N.W.10. Telephone: WILlesden 0161.

EXPERIENCES of fleet operators using them as travellers' cars have shown the small Standards to be particularly durable, especially as far as engine life is concerned. This test of a 1954 Eight tended to confirm this; and although still running on the original engine, the car as a whole gave the impression that it was fit for many miles to come. Unfortunately the mileometer gives no real clue to the total mileage covered because some aspects of the car—such as all the tyres having been replaced—point to a considerably higher figure than that recorded above.

In some places the chromium has been polished down to the base, but it is not rusted, and the light grey paintwork is sound and clean, if a little dull. Inside the car the worst feature, noticed at once, is excessively dirty cloth roof linings; but otherwise the interior is good. The blue rubber floor mats show few signs of wear, and the metal facia and trim, finished in the same

The instruments, set in one dial conveniently placed behind the steering wheel, comprise a speedometer, of which the needle is rather erratic, a fuel gauge, and warning lights for oil pressure and ignition. The car is pleasantly free from rattles



All the wheel bearings are a little loose on this car, and the left head lamp is in need of adjustment. There are no marks of accident damage

colour as the exterior, are unmarked. The blue p.v.c. of the seats and the door trim is clean and sound, but the cloth covering the back of the front seats is marked and stained.

On this car there is no discomfort after quite long spells at the wheel, since the seats give support in the right places, and they are not too hard. A more tedious aspect of the Standard is the excessive noise level arising mainly from road "rumble" on many surfaces, becoming annoyingly loud at speed on some stretches. The engine is another source of noise when it is revving fast or working hard in the gears, but at tickover, and when the car is being driven gently, it remains notably silent.

Starting is not always immediate, and the need for some attention to the ignition system was also shown by misfiring and hesitation which occurred quite often when accelerating. After a cold start the choke can be pushed in at once, though the engine is prone to stall until it has reached normal temperature. A mild thirst for oil is the only clue to the quite considerable mileage which the car must have covered.

Clutch slip can be provoked, but it does not occur in normal driving. Some play has developed in the central gear change; the synchromesh still does its job well, and very rapid gear changes can be made. Play is also evident in the transmission, and there is a loud "clonk" as the engine takes up the drive from the over-run; and a mild degree of back axle noise is heard.

Braking is powerful but there is a tendency to pull to the right during heavy applications. Although the handbrake holds the car efficiently, the system is in some need of lubrication, and the ratchet does not function correctly.

Pleasantly light and positive steering is fitted, and the control has not deteriorated at all. The car has good directional stability and it will corner quite fast though with a great deal of roll and slight tyre squeal. The suspension gives a particularly comfortable ride, and the dampers are effective.

This is the first used car to be tested for several years to which not a single accessory has been added. It is well shod, having four new Regent Remoulds, and a half worn Dunlop on the spare wheel. The toolkit is limited to a jack and wheel spanner. The battery appears to have been replaced recently.

Apart from the winking indicators, of which the switch is broken, all the electrical equipment is in sound working order. The latches on the left front and right rear doors are partially jammed, and the window winders are stiff to operate. It is understood from Arnotts Garages that they intend to rectify these faults and a bad leak from the exhaust tail pipe before the car is sold.

Even with ignition in only mediocre tune, the worst petrol consumption returned by the Standard was 36 m.p.g., driven as hard as it would go. Using less of the performance over 40 m.p.g. was obtained without difficulty, while still maintaining quite respectable station in the traffic stream. Nevertheless the lack of power can sometimes be an embarrassment, and most overtaking manoeuvres require a considerable space of clear road. A useful third gear which will run the car up to over 45 m.p.h. helps on such occasions, but in normal driving it is found that the car inevitably spends much of its time working on full throttle.

The Standard Eight has a special appeal to a motorist who places economy before speed and accommodation; but the price, implying a depreciation rate of only about 10s a week, seems too high for a four-year-old car in no more than average condition.



The Next Parishes to America

DOWN TO EARTH IN EIRE—BUT THERE IS SOMETHING LEFT FOR THE CYNICS

By Pat Gregory

THE south-west of Ireland suffers from the undeserved disadvantage of having been larded with more sentimental nonsense than any other part of the world. Edwardian ballad-writers waxed lyrical about Killarney's lakes and fells, or girls called Rose who hailed from Tralee. Modern brochures and guide-books keep up the same pretence, by conjuring up coastlines more exotic than those of Spain or Mediterranean France. As a result, Kerry and Cork are in danger of assuming the somewhat unreal and ethereal qualities of those highly coloured picture post-cards whose views always seem to be too lushly rich to be true.

This is a pity, because the south-west of Ireland is genuinely beautiful and, for the most part, mercifully unspoilt. The motorist approaches probably either from Limerick or from Cork; the choice is immaterial, for the roads that lie west of a line from the estuary of the Shannon and the mouth of the Lee are generally quite good, as indeed they are throughout most of Ireland. For drivers from urban England the greatest delight will probably be the real freedom of the road that he experiences—the joy of travelling happily along, unimpeded by traffic jams or congestion.

I began my own exploration from Cork, where I had taken delivery of a Prefect from Ford's local plant. The "inland" road following the valley of the Lee is scenically superior to the more southerly route through Bandon, and for those who seek eloquence it has the added advantage of passing near Blarney Castle. Incidentally, the feat of kissing the famous Blarney Stone, awkwardly placed high on the battlements, is not quite as formidable as it is sometimes represented.

Not the Dolomites! A typical bend in the road that winds through the mountains to Kenmare



It is a countryside of rich, tumbled pasture, snug farmlands and green valleys. The source of the gentle Lee is Gougane Barra, a small, deep lough just off the road, walled in on three sides by precipices. After leaving the Lee, the road takes a steeper gradient through the Pass of Keimaneigh before dropping steeply down to the smooth waters of Bantry Bay.

The rugged coastline from Cork, past the rocky snout of Mizen Head, abounds with small coves and anchorages reminiscent of Cornwall. The shores are almost fantastically overgrown with vegetation in variety which provides a happy hunting ground for the naturalist, whilst the island-studded inlets are a wellnigh irresistible temptation to anyone who enjoys messing about in small boats.

On the Berhaven promontory, on the other side of Bantry Bay, however, the roads that writhe their way across the mountains to Kerry are as tortuous as many that you would find in the Alps. The Tim Healy pass, named after the first Governor-General of the Irish Free State, wavers like a ribbon over a desolate plateau with a 1,084ft summit. Its rival, the Tunnel Road, twists upwards in great semi-circular sweeps, hugging the rim of a saucer of hills. The valleys on either hand fall away beneath you, and the fields become a distant patchwork far below. At the apex of the watershed that divides the two counties, the road burrows through a 600ft-long tunnel cut through the solid rock.

A majestic view unfolds as you emerge into daylight again, with the large rampart of MacGillycuddys Reeks dominating the landscape. Spread at your feet is a countryside of contrasts and contradictions; the valleys, with their stone-edged fields and dark peat bogs are encircled, seawards, by a tumult of mountains, and tarns. The road that links Kenmare with Killarney and Tralee leads from a wilderness of boulders, overhung by precipices of purple rock, down the green slopes that fringe Lough Leane and passes briefly through flat plains dotted with occasional white, straw-thatched cottages. Kenmare and Tralee are the gateways, respectively, for the Iveragh and Dingle peninsulas which thrust their massive shoulders into the Atlantic. They are the most westerly points in Europe—the next parishes to America.

Lazing on the beach, in the shade of the palms and bamboos at Parknasilla, it is hard to believe that a few miles inland the scenery can abruptly change to savage, boulder-strewn defiles like the bleak Gap of Dunloe.

Iveragh is girdled by a passable road, which takes you alongside sandy bays and stern headlands. This 110-mile drive has been named the "Ring of Kerry" or the Grand Atlantic Coast route, and its views have tempted some travellers to compare it with the celebrated

Amalfi Drive in Italy. To flavour the true character of the interior, though, you must abandon four wheels in favour of the sturdy little Irish ponies, or tackle the steeper reaches of the Reeks on your own feet. Anglers are more likely to be drawn to the ripples made by the salmon and trout rising in Lough Currane, near Waterville, which provides some of the best free lake fishing in the whole of Ireland.

At the apex of the peninsula stands Cahirciveen, the birthplace of Daniel O'Connell, who played a notable part in Ireland's agitation for independence during the early nineteenth century, and earned for himself the title of "The Liberator."

Opposite, separated from the mainland by a tortuous sound with narrow entrances, lies Valentia Island, which received its name from Spanish traders who visited the Kerry coast. Here is the eastern terminal of the original Atlantic cable, and a little to the south is the Great Skellig rock, near whose dizzy peak is poised a group of beehive huts built by the early monks. The steps that climb steeply upwards to the cluster of cells have been worn hollow by the feet of pilgrims who, for wellnigh eleven centuries, have visited what is, in every sense, an outpost of Christianity. The echo of a rite more pagan or bucolic in origin, however, lives on at Killorglin, at the foot of the peninsula. For the three-day Puck Fair there every August, a goat is crowned king of the revels and placed on a bedecked scaffold in the market square.

Wherever you travel through these western promontories, there are reminders of the past on all sides. Near Castlecove is Ireland's finest example of a prehistoric stone stronghold, Staigue Fort, surrounded by a splendidly constructed dry-stone wall originally 18ft high. On the farther side of Dingle Bay, among the shaggy slopes of the Slieve Mish mountains, is the dolmen called Finn MacCoul's Table, and on the heights above Smerwick is the Oratory of Gallerus, one of the most perfect relics of early Irish Christianity. More than 20ft long and 16ft high, the curious little rectangular church built of dry rubble masonry stands almost as firmly as when it was built by Celtic missionaries about the fifth or sixth century. Indeed, the whole of the Dingle peninsula is rich in early oratories, cashels, beehive huts and Celtic crosses, for this rocky spine of land remained a last foothold for Christianity when the rest of Europe was plunged into the heathen beliefs of the Dark Ages. In its isolation, shut away behind its fringe of mountains, it is still one of the surviving strongholds of the Irish language, and scholars maintain that the idiom that lives on today in Dingle is particularly notable for its purity.

Dingle itself is a pleasantly hilly town, pervaded by the tarry tang of nets drying in the sun, for a sizable fishing fleet is based on its nearly land-locked harbour. The almost perpendicular cliffs of Dunmore Head and Sleat Head look towards the miniature archipelago of the Blasket Islands, across a strip of sea that the Atlantic gales can whip from summer's placid calm to a sudden, foam-flecked fury. Today, the islands are uninhabited except for the Great Blasket, which still accommodates a small village in the lee of its green hump. The most conspicuous evidence of that distant community, right on the fringe of Europe, are the Blasket Corraghs. These light but extremely seaworthy boats of tarred canvas stretched on a timber frame are to be seen all along the shore, skimming like black water-beetles across the waves.

The roads that span the Dingle peninsula are better than might be expected in so rugged a district. Indeed, perhaps the most exhilarating drive in all County Kerry is along the terrace carved in the cliff-face of Mount Eagle where, with every twist, a new headland or a tiny cove swings into view.

As towns, both Tralee and Killarney are disappointing and the latter, especially, merely serves as a tourist centre for the neigh-



Turners Cap; this 600ft tunnel is carved through the rock at the summit of the mountain road linking counties Cork and Kerry

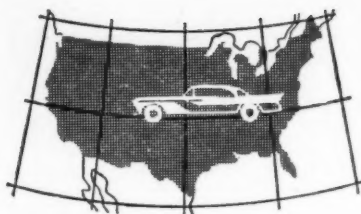
bouring countryside, whose scenery is unquestionably among some of the loveliest and most famous in Ireland. Much of this, however, is either closed or completely impassable for private machines of four or even two wheels. Consequently, the Irish jaunting-car still flourishes in these parts and their Jarvies, in concert with their colleagues, the boatmen on the lakes, ply a lucrative trade among the droves of sightseers.

A trip down the three lakes, overhung by woods and mountains, is certainly both impressive and picturesque, besides being continually entertaining and, at times, positively amusing. At every dip of the oars, each crag and boulder seems to spur the boatman to fresh anecdotes and legends.

Perhaps it was merely my cynical mind that suggested there could be a hint of impromptu invention to suit the audience of the moment in the steady flow of fable and fact that poured from my guide's lips. But he had the abiding grace of genial good-fellowship—a trait common to the folk in this south-westerly corner.

Killarney High Street is free from "No Parking" signs. The Prefect was allowed to park at the kerb all night





Detroit notebook

1959 ACCENT ON STYLING TO CHALLENGE
RISE OF SMALL ECONOMY CAR

Roger Huntington, A.S.A.E.

STYLING will be the keynote of the 1959 model crop out of Detroit—not engineering. The new cars will be longer, wider, lower, have more glass area, and carry more chrome decoration than ever before, in continuation of a trend started by Chrysler in '55.

If there is any new thinking around the motor city about more practical, economical transportation, I can assure you it will not be evident on any '59 model from the Big Three!

At first glance this might seem like madness, in view of the increasing popularity of the smaller economy car and the apparent trend toward more practical family transportation over here. Most of the sales trends would appear to doom the '59s before they start, especially the new medium-priced lines like Buick and Mercury. Here, of course, we run into the well-known problem of tooling "lead time." Most of the tooling for the basic '59 body shells was ordered almost two years ago, before the sudden rise of the small car and the downfall of the medium-pricers; everything looked rosy then. The body designs merely reflected the continuation of a trend toward lower height, more length, more glass, thinner rooflines, more elaborate fin treatment, and so on.

Too Late to Change

Only relatively minor changes could have been made as late as last winter (when the small-car and medium-priced trends were becoming evident). So we must not be too quick to read Detroit's '59 models as an outright answer to the economy car challenge; you'll be able to tell more from the '60s and '61s.

Right now Detroit—or at least most of the top company men—are determined to beat down the small car challenge with ever bigger, heavier, more-dazzling models; they're not ready to capitulate at all. They phoo-phoo the underlying potential of the new trend at every opportunity (in public talks, press interviews, and the like). Detroit is loud in its praise of the status quo in U.S. automotive styling. But let's face it... what else can they do?

Getting down to details, I can say without reservation that General Motors is going to move out streets ahead of the rest of the industry in the styling department. The fabulous success of Chrysler's Flightsweep styling in early '57 when the all-new Buick and Olds lines were going begging for buyers, apparently made a profound impression on the G.M. brass. That B body shell for Olds and Buick was a perfect epitome of G.M. style thinking, with its square, boxy lines, heavy roofline, blunt front, massive chrome treatment. As it turned out, the public didn't like it as well as did Harlow Curtice. So now you're going to see G.M. out-do Chrysler in achieving the low, sleek Flightsweep kind of look.

The change actually amounts to nothing less than a revolution; practically nothing

of the earlier G.M. styling motif will be seen on the '59s. The cars will all be very low (a reported 53.8in on the Buick hardtop), the front ends will be less blunt though still heavy with chrome, the roof-lines will be very thin, there will be lots of glass, but done beautifully with compound curves in front and sleek slants front and back, and the rear fender fin treatment will be much more elaborate. In addition there will be much sculpting of body panels, and the chrome side treatment will tend to be more subdued (one look at the '58 Buick and Olds will show why). Rear fins will go straight back—instead of slanting up like Chrysler—but by slanting the fender bulge lines downward toward the rear the stylists have emphasized the fin treatment very nicely. Most of the '59 G.M. bodies look real good to me... and I can't see that Chrysler or Ford have anything that can compete stylistically.

For instance, Chrysler executives have been panicked into a chrome-splashing programme. They had originally planned a minor facelift for '59, with a new body programme planned for '60. But when they got a look at G.M.'s new bodies last winter (through the usual underground channels) they figured they'd have to do something pretty big pretty quick to earn any profit next year. There was neither money or time for major body changes—so it was back to the chrome! There will be a lot more decoration on fronts, backs and sides. The basic Flightsweep lines will remain, but to me much of the charm here was due to the simplicity and subdued chrome treatment. Chrysler brass figure John Q. Public feels differently!

Incidentally, to make the model-change money (which, I hear, is about two-thirds of the planned expenditure for the all-new '60 bodies!) go as far as possible, they're concentrating on the bread-and-butter Plymouth line. They want really to compete with Chevrolet and Ford next year. And the Plymouth Fury "sports" sedan will be promoted to compete with the Chev Impala and Ford Thunderbird.

Ford Motor are doing a major facelift on Ford, medium facelift on the Mercury and Edsel, and very minor changes on the Lincoln. There has been a concerted attempt to work some T'bird styling into the '59 Ford—a sleeker, lighter frontal treatment (though very chrome), a flat roof with rear lip, and more finning at the rear. It looks a lot better than the '58 Ford—which to me was the worst of the current body crop—but it's nothing like the new G.M. styling. As mentioned earlier in these columns, the Edsel is being down-graded slightly to fall between Ford and Mercury in price, and will use Ford body and chassis components. The vertical grille motif will be retained. The new Mercurys will get a new rear fin treatment, to take out some of the square, boxy look... but it will take a new body shell to get back in line with what appear to be the key body trends, as evidenced

in both the G.M. and Chrysler products.

Now the question is: Can these new bodies overcome the sales resistance built up by recession psychology and the new trend to simpler, more economical cars?

There won't be much new engineering-wise on the '59 models. I hear at least two new engine programmes, and one new transmission, were sidetracked because of slowing sales these last 18 months. Contrary to popular rumour, there will be no all-new engines that will require complete new tooling. Several basic cylinder blocks are being increased substantially in displacement, but the same bore centres are retained so that the basic machines can be used. Engines over 400 cu in (6.5 litres) for '59 should include Cadillac, Chrysler, and Buick—in addition to Lincoln and Mercury, which are presently over. The most extensive engine changes are being made by Oldsmobile. This ten-year-old vee-8 engine is just too big to fit under the hood of the '59 body. New cylinder heads are being made that will carry the intake manifold on a level with the lower part of the head (like some of the newer engine designs), instead of sticking up, with a downward passage into the ports. The wedge-type combustion chamber is retained, and main bearings and camshaft are beefed up considerably. A 1/16 in bore increase will put up displacement from 6.07 to 6.45 litres. (Don't forget that this basic engine started in 1949 at 4.96 litres—hence the need for a little more beef here and there.)

Performance enthusiasts will be shocked to know that the big 6.42 litre dome-head Chrysler Firepower engine is being dropped from production. This engine, with its double rocker arm shafts, 80lb head castings, machined combustion chambers and so on, is too expensive to produce. The new B engine with wedge combustion chamber will now be used in all Chrysler, DeSoto, Dodge, and some Plymouth models. The old Firepower dome-head had a lot of horsepower potential in modified form (because of the free breathing), but the new B engine is much cheaper to build, and the wedge combustion chamber gives smoother combustion at 10 to 1 compression ratio.

Combustion Rumble

Incidentally, this problem of combustion "rumble" has pretty well stopped the upward march of compression ratios on U.S. cars; the engineers have not yet found a way to lick it—and until they do compressions cannot go much higher. It seems to be essentially a mechanical vibration in the lower structure of the engine, triggered by a high rate of pressure rise on combustion. Deposits are an important factor. It can be helped (but not entirely cured) through fuel chemistry—but fuel solutions tend to increase the cost per gallon. Detroit is attacking the problem through combustion chamber design and a more rigid

(Continued on page 303)

Detroit Notebook . . . CONTINUED FROM PAGE 302

engine structure. We'll keep you posted.

So, in the general engine picture for '59, look for the upward trend in displacement to continue, but at a reduced rate; horsepower ratings will not increase substantially, though torque ratings will follow displacement; compression ratios will remain about static.

Ford will have the only all-new transmission for '59—a much-simplified two-speed torque converter, similar in operation to the Chevrolet Powerglide. This development puts the harpoon to some of my predictions about transmission trends.

For the last few years the trend has been from two to three speeds in simple torque converters, and towards more complex arrangements like multiple gear-coupled turbines on the most advanced designs. Now we see a major manufacturer taking a loss in acceleration and smoothness by going back from three speeds to two. What does this mean? For some time I have noticed an increas-

ing concentration on cost-cutting at Ford Motors; this new transmission will certainly be a lot cheaper to build . . . but it would seem risky taking a bite out of performance and smoothness to save a few dollars.

Other technical tidbits on the '59s: No cars will go down from 15in wheels to 14in next year—and I understand Oldsmobile is going back from 14 to 15. No new suspension developments out of G.M. or Chrysler; Ford are making some improvements on their air suspension system, and will push sales harder in '59. Buick's idea on aluminium brake drums is not starting a trend, and I understand they will not even be standard equipment on the new Buick Special series. New accessory gimmicks like automatic speed control, power steering that can be switched on and off, and the like, will be pushed. More Ford Motor models will feature thermostatic control of intake air temperature. G.M. cars will have wider

track widths—some up to 64in—for more rear seat space in the new bodies (also better lateral stability). Chrysler will use propeller shafts necked down in diameter toward the rear to reduce the height of the tunnel.

A lot of people have asked about Detroit's plans on sports cars, like the Corvette and Thunderbird. Right now there's not much doing. The 'bird was all-new for '58, so there will be only very minor changes (maybe including use of the big Lincoln engine). Chevrolet are selling all the Corvettes they can build, and have no plans for a new body before 1961; the '59 will be a facelift, retaining the little 4.64-litre engine boosted to 300 b.h.p. Chrysler have been thinking about a sports car to compete with the T'bird and Corvette for several years. Prototypes had been built, and last spring was to have been the time. Unfortunately the recession and falling profits shelved it. Now goodness only knows when—and if—we'll see a Chrysler sports car.

No, I think Detroit has got more to worry about than sports cars!

NEW CARS

Goliath Becomes Hansa 1100

GOLIATH, the smallest of the three factories forming the Borgward group, once a pioneer of the two-stroke, was the first to adopt induction-manifold injection for its 700 and 900 c.c. twin-cylinder engines. Last year the development of two-stroke power units for passenger cars was abandoned and a brand-new Goliath appeared with a beautifully made o.h.v., watercooled, flat four engine, later supplemented by a tuned version with twin carburetors developing 55 b.h.p. net.

The Goliath engineers have now fashioned for this model three new basic shapes of body—a two-door saloon, a 2/2-seater sports coupé and a station wagon. As the name Goliath is usually associated with the company's light, three-wheeled trucks, the new car will be known as the Hansa 1100.

Although the body is stress-bearing, there is still a rudimentary frame, in the form of a large-diameter central backbone tube terminating at the front in a stiff twin-pronged fork, on which the power unit is mounted by three rubber supports. With 74 mm (2.91in) bore and 64 mm (2.52in) stroke the swept volume is 1,093 c.c. (66.8 cu in). The valves are actuated by pushrods and rockers from a single central camshaft. Crankcase and cylinder blocks are alloy castings, with wet cast-iron liners. Great care has been taken to ensure flexibility—at 1,700 r.p.m.



New lines for the two-door saloon version

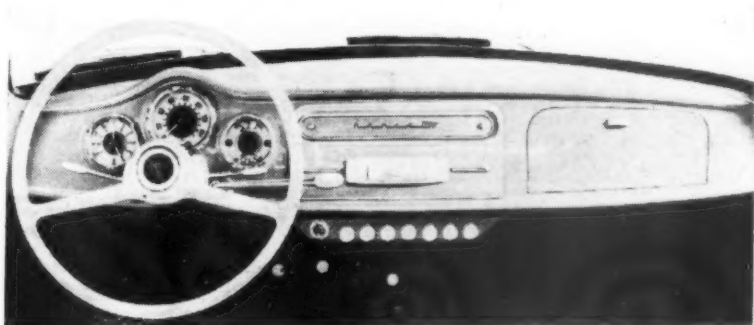
54 lb ft torque is available, rising to 58 lb ft at 2,500 r.p.m. and the maximum of 59.5 lb ft at 2,750 r.p.m. After this peak torque falls off very gradually, and at 3,700 r.p.m. 54 lb ft is still available, with the standard 40 b.h.p. (4,250 r.p.m.) version. The curve for the twin-carburetor engine (55 b.h.p. at 5,000 r.p.m.)

reaches 54 lb ft at 2,500 r.p.m. and stays above 58 lb ft between 3,200 and 4,750 r.p.m. For this version a maximum of 85-90 m.p.h. is claimed, compared with 75 m.p.h. for the standard model.

Transmission to the front wheels is in unit with the engine, which is in front of the wheel axes, with the all-synchromesh, four-speed gear box behind it. Gears are changed by facia-mounted lever which works directly on the selector forks without intermediate levers or ball-joints. The rack and pinion steering is very light and precise, and transmits no kickback from the wheels although it has by no means a "dead" feeling. The turning circle of 30ft must be regarded as small for a front-wheel driven car with a track of 4ft 2.9in (129 cm) front and 4ft 1.2in (125 cm) rear. The wheelbase is 7ft 5.5in (227 cm).

Front suspension is by a single multi-leaf transverse half-elliptic spring, with wide-based lower wishbones. There is a light beam axle at the rear, with longitudinal, half-elliptic springs. Wheels are shod with 5.60-13 tubeless tyres. Dry weight is 16.9 cwt (860 kg).

Grouped instruments and switches on the Hansa 1100





BY GOGGOMOBIL

from Land's End to John o' Groats

The respective hotel managers signed the Goggomobil logbook at Land's End (left) and John o' Groats (below)

FOR comfort combined with economy this run must rate as high as any which has been made between the extremities of our island; I doubt if ever two tall men have stepped from any vehicle which had averaged over 49 m.p.g. over such a distance, feeling less fatigued. The trip was made in a privately owned Goggomobil coupé 300 of a mere 293 c.c.; the crew were Tony Gosnell of Headley Down, Hampshire, who owns the car, and the author, of East Sheen, London.

The drive to Cornwall on Bank Holiday Monday was amidst traffic conditions which the crew sincerely hoped would abate before the start of the run at 7 p.m. on the following day.

Tuesday morning's traffic was even worse, and the 36 miles to Land's End took over two hours. This tended to damp slightly the spirits of the crew—but there is nothing like an end in view for stirring up the spirits. By the time we found ourselves listening to "The Archers" on the car radio we were eager to be off; papers were signed by the manager of the Land's End Hotel and, on the sixth pip of the Greenwich time signal, we were off!

Traffic was bad enough to permit only 34 miles to be covered in the first hour. The roads were wet and the clouds low, but it seemed brighter on the northern horizon. Just before Launceston the second hour was up, with a further 42 miles on the slate.

We had divided the total distance of 873½ miles into quarters, with stops for petrol at Gloucester, Penrith and Dalwhinnie. We would change drivers at these points, and also midway between them.

Gosnell had started, so I took the wheel just before Exeter, whence the road became less hilly and a reasonable average speed was easier to maintain. It was dark, too, and traffic was thinning out considerably. Bristol, congested by day, was negotiated with ease, Bristol Bridge being crossed at 12.22 a.m. From here to Gloucester the road is fast, and the driver of an M.G. TD must have been somewhat affronted by being overtaken by such a little 'un. By Gloucester he must have been exasperated, for the Goggo was still on his tail, and had passed him and been repassed (in a furious third) several times.

Petrol was taken at an all-night garage in Gloucester, and in four minutes the wheels were turning again. Patches of mist all along the Severn valley were a nuisance, but Worcester, Kidderminster, Bridgnorth, Wellington, Whitchurch, all sped by, their peaceful streets briefly illumined as we passed.

After Tarporley, Gosnell managed to

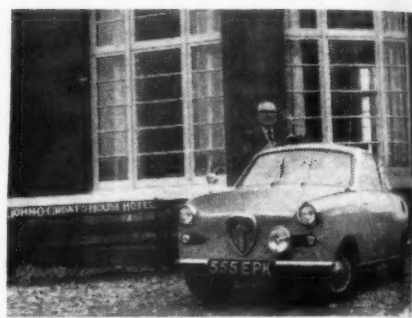
get some sleep while I took on the drive along the notoriously congested stretch through Warrington, Wigan, Preston and on to Lancaster, now pleasantly uncluttered. The road was shared with a few long-distance lorries, whose drivers were, as usual, competent and helpful. Kendal appeared at 6 a.m., and the morning was bright as we reached the summit of Shap.

Calculations had led us to a little anxiety over petrol; no garage was open between Kendal and Penrith, but we reached the latter without incident and filled the tank. We were now just over half-way—a sobering thought at ten to seven! Seven o'clock, after 12 hours, found us 456 miles from Land's End, with only some 417 miles to go. Obviously we would make John o' Groats in under 24 hours if we could keep up this 38 m.p.h. average.

We reached Carlisle at 7.20 a.m., and, 13 minutes later, crossed over the Sark bridge and into Scotland. Beattock was the next climb—to a height of 1,029ft—but the car scarcely noticed it and was running superbly. Our route then took us through Lanark to Stirling, where we joined up with A.9 and followed it for the rest of the way, but for a short cut north of Inverness.

After Perth and Dunkeld the road climbs steadily upwards over the Grampians. The summit, 1,504ft, is reached just before Dalwhinnie, where we made our final stop for petrol.

After the descent to Inverness the route seems, at first, relatively flat, except for the short cut over the hills by A.836 which brings Bonar Bridge some 12 miles closer. But after Bonar Bridge, on the 75 miles to Wick, between Helmsdale and Berriedale, the road winds up and round and down and up again in a series of



miniature Alpine passes. It usually remains in sight of the sea, so that one may realize full well the extent of the rise and fall of the terrain. Finally it flattens out, and a burst of speed brings one along to Wick, from where it is a mere 17 miles to the goal.

We drove into the courtyard of the John o' Groats House Hotel at 5.43 p.m., after a drive of 22hr 43min—an average speed of 38.43 m.p.h. Mr. Bill MacKenzie, the hotel manager, gave us a hearty welcome and signed our papers.

After topping up the tank we were able to calculate our petrol consumption. The figure of 49.17 m.p.g. gave great credit to the car which, tipping the scales at over 14 cwt, was 1½ cwt overweight.

The return to Hampshire was made in two days to complete a trip of nearly 2,000 miles in five days' motoring. Our opinion of the car's reliability, comfort and utter safety had increased with every mile, and its performance had amply fulfilled our rather enthusiastic expectations.

JOHN FRY.

TRAFFIC AND SAFETY CONGRESS

KING FREDERIK OF DENMARK opened the two international meetings which were held in Copenhagen last week—the fourth international study week in traffic engineering (16 to 21 September), and the international road safety congress (21 to 23 September). The meetings were attended by some 500 representatives from 30 different countries, including Great Britain, Australia, Canada, U.S.A., India and Japan. Town planners, traffic engineers, government and police officials, scientists and road safety representatives were among the delegates. The 60 participants who attended from Great Britain included senior officials of the Ministry of Transport. The meetings were organized

by the World Touring and Automobile Organization (OTA), which links the national motoring clubs and associations of the world.

Two large volumes have now been published containing the full text, with diagrams and illustrations, of the various papers which were read at the meetings. The traffic engineering book costs £2 2s, and the safety congress report costs £1 1s; they are available from the OTA headquarters at 32, Chesham Place, London, S.W.1. Both books are excellently prepared and contain a mass of material on the subjects covered. In particular the Road Safety Congress report may prove of great value to safety organizations.



STEEPEST road in the country? Stoupe Bank, Staintondale, between Whitby and Scarborough on the Yorkshire coast, has at the top the sign inset on the right. Robin Hood's Bay is in the background

Correspondence

Privilege

Free Kerbside Parking. We are having our arms twisted again. The Select Committee on Parking in Central London suggest "as a mark of respect for Ministers" that they (and presumably their minions), who are already pretty well provided with free parking space on their premises at public expense, should be insulated from the effects of their own lack of foresight and provided with free kerbside parking space, whilst ordinary mortals manage as best they may. How long are we to suffer these continual extensions of privilege? Are our elected representatives completely muddle-headed, or are they in the swim, too?

Bolton, Lancashire.

E. WALKDEN.

Numbers Up

"Keep Going" Hints. The amusing article on rallying ("Numbers Up," 15 August) prompts me to tell of a useful "keep-going" trick when faced with a split oil pipe in the braking system. The essentials to be obtained are two small Jubilee clips and a four-inch length of $\frac{1}{4}$ in bore, very high-pressure hose. The best for the purpose is that used in aircraft hydraulic systems, comprising layers of rubber, steel mesh and canvas, with a bursting pressure of about 12,000 lb sq in. One needs a friend in the aircraft industry to obtain a scrap length of it, but I have no doubt that a scrap length of the flexible piping used in the braking system itself would be equally suitable.

As long as the split is more than an inch or two away from any union, the pipe should be cut through at the break, and the ends cleaned up as far as possible. The piece of hose is then wetted in hydraulic oil, slipped fully on to one end of the cut

pipe, and then drawn back over the other end until it is centred over the break. The two Jubilee clips (which can be left loose on the two pipe ends during this operation) are then placed in position about half-an-inch from the ends of the hose, and screwed up very, very tightly.

Needless to say, this lash-up should be replaced as quickly as possible by a new pipe, but this trick has kept me going for over 200 miles, using normal braking pressures, without losing a drop of oil. If the break is so near a union that the hose cannot be used, then the only thing to do, as your correspondent suggests, is to cut the pipe, fold it over and nip it, disconnect and blank off the pipe on the other side, and get home on two brakes. The idea is applicable on a larger scale, incidentally, to domestic water systems.

Harpenden, Hertfordshire.

J. L. BLONSTEIN.

Continental Contrast

Tribute to the "Heavy Brigade." What a contrast of driving conditions and road courtesy between the United Kingdom and on the Continent, in particular our commercial vehicle drivers with those on the Continent.

After just completing a 3,300-mile tour of France and Italy, it is true to say we received practically no help at all in overtaking

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Correspondence

these heavy commercials that operate on all classes of roads, despite all "mod. cons." fitted to them (fancy signals, micro-phones, and the like).

On returning to this country it is indeed a tonic to see our commercial vehicle drivers give a helpful and friendly signal after they spot you in the driving mirror. These drivers are to be congratulated.

Pinner, Middlesex.

A. J. C. HODGES.

Disillusioned

The Way of the Law with a Car. I am a disillusioned man. In the past I used to close the windows, lock the doors and leave the car, happy in the knowledge that it was safe from all save the determined thief or that more recent menace, the policeman armed with a large bunch of skeleton keys which he would laboriously try in turn until he found the one to open the lock.

How wrong I was; this evening I witnessed the police opening two cars the presence of which presumably offended them. It was done so quickly that I had little chance to study the instrument used, in any case it was palmed dentist fashion, but in essence the technique is to insert a slim tool between the front quarter-light and the rubber sealing strip close to the catch, give a quick flick which swings the catch over, and enables the quarter-light and hence the door to be opened. With a train to catch, I could not wait for the second act. Motorists should be warned of the vulnerability of their locked cars.

I would mention that the two cars were not parked in a Yellow Band Area, nor was there any sign to indicate that parking was not permitted.

Banstead, Surrey.

D. F. LYLE.

Four-note Horn

But what is the Combination? I have come into possession of a Cicca tenor musical horn, 12-volt, four reeds and trumpets, in perfect working order, but the tune combination is wrong. Does anybody remember this combination?

Luton, Bedfordshire.

E. ALLEN-KING.

Headache When Driving

Suggestions Invited. My motoring problem is that I am getting headache when driving. This has happened since the introduction of modern, streamlined bodies. I had previously had no trouble, having been a motorist since 1919. I attribute this trouble to excessive raking of the windscreens.

For some time past I have been using a Vauxhall Victor. This has improved matters owing, I think, to the panoramic type of windscreen, but I still am not free from the trouble. It has been suggested that vibration was the cause, so I have had the car more insulated with Underseal and more roof padding, with very little improvement. Strangely enough, I was not affected when I used a Ford Popular model. I cannot find any explanation of my difficulty from a medical point of view. I would be extremely grateful if anyone could suggest a reason.

Birmingham, 23.

G. P.

[Letters will be forwarded.—Ed.]

Wrong Spare Wheel

Appeal for an Exchange. May I try to locate the owner of a two-tone, red roof, Phase I Standard Vanguard who called at the Blue Star Garage, Oxford Road, Beedon, near Newbury, Berkshire, at about noon on Saturday, 16 August, for the repair of a puncture? He took in error the wheel of my pre-war Vauxhall and left his own, so that we are now both sans spare wheel.

Newbury, Berkshire.

H. ARGENT.

Answer from Industry

To Critics of Export Planning. One becomes somewhat tired of reading letters such as that from Mr. Parker (18 July) criticizing the British motor industry, and in particular its export performance. Bearing in mind that since the war the motor industry has had a continuing and impressive export success in all parts of the world, this type of ill-informed criticism would appear to be rather unnecessary.

Regarding particularly North America, it is interesting to note that whilst our exports are increasing on a sound basis, the American car manufacturing industry can hardly be said to be having a particularly happy time; in fact, it is common knowledge that it is suffering a very serious depression. British cars are designed for world markets and not specifically for the North

American market. Anyone who wants a low-priced American car can find a very good range from Chevrolet, Ford or Plymouth, and, frankly, it is my opinion that, let us say, an M.G. fitted with Cadillac bumpers would be substantially unsaleable in North America or any other market.

Mr. Parker uses the expression "thick heads" for those responsible for export in the British motor industry and the term "reverend old complacent gentlemen of the board." Apparently he does not read the motoring Press very closely, since anyone who does so will be aware of the fact that not only the export managers but also the directors of all the major British car companies spend a great deal of time travelling the world, including North America, in the interests of developing business. Nobody would suggest that the British car is perfect in every respect for every market, but I think it is unfair and perhaps unnecessary to assume that the people who make British cars are not familiar with the problems of various export markets. Perhaps I should close by saying that I am, in fact, associated with the motor industry, and apart from several trips round the world in recent years, my next crossing of the Atlantic will be number forty-five.

Fulford, York.

WILLIAM ARMSTRONG.

Rail into Road

Start Should Be Made. Mr. G. L. Palmer used some truly amazing arguments (25 July). Does he really think that a driver, fireman and guard are all the railwaymen concerned in the movement of a train of coal? Are the station-masters, signalmen, porters, clerical staff, crossing-gate openers and the like—all 700,000 of them—unnecessary?

Since the majority of aerodromes are not served by railways, aircraft spirit, explosives and similar loads do, in fact, already go by road, and, so far as I know, without accident. All loads of "great weight and unwieldiness" have to travel by road at present, and if Mr. Palmer observes a train leaving a tunnel he will understand why.

I would recommend Mr. Palmer to fly over A1, which he will find crowded from end to end; he will also be able to observe the main line alongside, quite empty most of the time.

The railways are bound to lose gradually the remaining 25 per cent of the nation's goods, which is all they carry now; in the majority of cases they are unable to take goods from the point of production to the point of consumption, and road transport is needed to put goods on rail and also to remove them. Soon, as wages rise, the cost of loading and unloading from road to rail and back again will become uneconomical; it will not pay even if the railway carried the goods for nothing.

Nobody suggests that all railway lines should be converted into roads, but a start should be made on the lines that lose the most money. Certainly if oil-driven road transport had come before steam engines there would have been no railways needed in England.

Skegness, Lincolnshire.

T. A. SAUL.

Railton Common Sense

And Praise of Rolls-Royce. I have enjoyed *The Autocar* today (11 July) more than most, there being contributions from two friends of more than 25 years' standing. Reid Railton's article is a welcome breath of fresh air and common sense.

Hugh Hunter talks about Rolls-Royce and Bentley compression ratios. Not so long ago he was writing to you in a derogatory vein about automatic gear boxes—now he has had his XK150 fitted with one! To me, this is most amusing.

Many years' experience has shown me that Rolls-Royce make far fewer mistakes than anyone else, and that their claim to be "the best car in the world" is by no means immodest.

Ottery St. Mary, Devon.

E. M. THOMAS.

Whither G.P. Racing

Effect of Fuel Changes. "What Silverstone did confirm, I think, was that with 100 octane fuel, the British four-cylinder engines of 2½ litres capacity cannot continue to live against six or more cylinders in the future." Thus writes your Sports Editor, and what a pleasure it is to find that at least one motoring scribe appreciates just how badly the British cars are handicapped by the present fuel regulations. Is it too much to hope that it will now be realized that the disastrous engine breakdowns experienced by Mr. Vandervell's cars at Rheims and Silverstone were, as Laurence Hartley and I foretold, certain to occur when alcohol fuels were barred? I feel that the gentlemen, not only of the R.A.C. and motoring press, but of the B.R.D.C. and B.A.R.C., have let Mr. Vandervell down badly with their apathetic acceptance of this nonsense.

Mr. Vandervell has done more to put this country on the G.P. map than any other person in the past 30 years, and at the end of last season he had developed his admirable cars to



EYECATCHING display near Uckfield, on the London-Eastbourne road; the thatched roof is amusing, if not roadworthy

such an extent that they were capable of winning the manufacturers' championship this year, and of giving his No. 1 driver the best opportunity to fulfil his ambition. Surely the dignitaries were not so technically deficient as to be totally unaware of the adverse effects of this fuel regulation on the performance and reliability of Mr. Vandervell's cars? Here we have an engine design incorporating four over-square cylinders each of more than 600 c.c., and it should require no more than a superficial knowledge of the properties of fuels to appreciate the complexity and the expense of the cooling problems arising when petrol, with its relatively poor latent heat value, is used without the addition of alcohol.

RUNNING COSTS

Goggomobil Owner Explains. I feel that Mr. Hodgson (25 July) is under a misapprehension regarding the running costs of my Goggomobil. In my letter (30 May) I pointed out that the £22 quoted for repairs included a set of tyres and repair of a dented wing, and that the replacement of the speedo cable and wheel bolts were the only defects which had to be remedied.

Mr. Hodgson is wrong to assume that running costs will increase eventually, as the major item—depreciation—decreases annually, the first year figure being perhaps one-third of the total depreciation over, say five or six years. In addition, it has been my experience that petrol consumption steadily decreases. For example, the overall consumption of my Goggo. was 57.5 m.p.g. at 5,000 miles, 59.2 at 10,000 miles and has now fallen to 61.7 at 21,000 miles.

The cost per mile after one year was 2.94d per mile; now, after 15 months, the figure is 2.82d per mile.

I am not out to prove that the Goggo. is the cheapest car in the world to run, but to show that there is more than one approach to the problem of cheaper motoring. When a fair annual mileage is covered, there is a similarity of cost between the cheap popular car, with low depreciation and high fuel costs, and the unconventional economy car, with a higher first cost and greater annual depreciation.

Kenton, Devon.

JOHN D. WALLIS.

Individual Variations. With reference to correspondence on running costs (cf. Mr. A. Hodgson, 25 July), I suggest that too much reliance cannot be placed on the results quoted for a single car, as in the case of the Goggomobil of Mr. Wallis (30 May), for example. My own experience with a car of this make in the first 1,500 miles-odd includes repairs, spare parts and servicing, costing £12 17s so far, whilst insurance is more than £20 per annum. It is obvious that Mr. Wallis's figures, which include the first 3,000 miles' experience, are likely to be very incomplete (petrol consumption also may be higher during this period).

Bromley, Kent.

W. H. STEVENS.

Economical Technique. Mr. Hodgson is kind enough to suggest (25 July) that it would be of great interest to all Anglia and Prefect owners to know how to obtain 39.54 m.p.g. on commercial petrol. May I explain how I achieve this?

If the motor racing fraternity of this country is incapable of raising its voice in protest, then it may look forward to a further long period of Italian supremacy. Were I in Mr. Vandervell's position, I would withdraw completely from this travesty of G.P. racing, as the existing engine design is rendered almost impotent by this idiotic fuel regulation, nor would I spend further large sums of money on the development of a new engine as there is no guarantee that it, in its turn, would not become obsolete overnight should the F.I.A. decide that paraffin, either pink or blue so as not to upset the politically minded, was to be the official brew.

London, S.E.7.

JOSEPH BAYLEY.

Austin Modification

A.70 Engine in an A.50? I am considering the possibility of fitting an Austin A.70 engine into my 1955 A.50 Cambridge. I would like to hear from any reader who has had experience of doing so.

Edinburgh.

IAN M. GLASS.

[Letters will be forwarded.—ED.]

Jaguar Background

Correction in Precision. In your article "The Jaguar Background" (8 August) you mention that the hemispherical combustion chambers in the cylinder head are machined using a low-revving drilling machine.

This, however, is only the roughing operation. The actual finishing is carried out by one of our spherical fine boring machines. This machine uses a single-point carbide tool which is mounted in a rotating circular segment; this segment in turn rotates on an accurate spindle which has a run-out not exceeding 100 millionths. The hemispherical combustion chamber shape is thus generated to very close limits of accuracy, and also with a very good surface finish. The results obtained are very much superior to the method which you describe using a form tool, and which is now used as a roughing operation only by Jaguar Cars, Ltd.

The Jaguar engine is undoubtedly one of the most successful ever built, and this is another example of the extreme care taken in their manufacture.

W. BONEHAM,

Mansfield, Nottinghamshire.

Boneham and Turner, Ltd.

My car is used mainly for taking me to and from work, a return distance of 52 miles a day, with occasional longer business runs and occasional shorter shopping runs. I travel on a road which carries very little traffic and am able, therefore, to drive almost exactly as I wish. I maintain a steady 30-35 m.p.h., and with luck have only three intermediate stops, two halt signs and a set of traffic lights near my destination. I avoid the choke like the plague, and, except in emergencies, accelerate only very gently. Having done the journey some 1,200 times, I know the road well and can therefore adjust my speed so that, where a driver not knowing the road would use his brakes, I do not. I get very annoyed (with myself) if I misjudge my approach and have to use my brakes where I know I need not. I try hard to drive intelligently and to think ahead at all times. The car is garage serviced every 5,000 miles and never in between. And that is all there is to it.

I can assure Mr. Hodgson that my figures are accurate, and that I have a record, against date, mileage and price, of every gallon of petrol put into my tank, and of all other moneys spent. I put in four gallons at a time, and very seldom do I put in another four before I have done 160-170 miles. Again, I get annoyed with myself if I do have to! I would add, however, that during a two weeks' holiday recently, when I used the car on innumerable short journeys, my consumption rose to 32 m.p.g.

The cost of my car new, including conversion (yes, I did avoid P.T., by two weeks) was £412. I do not think it unreasonable to assume that I could sell it now, in perfect condition, for £340. But allowing Mr. Hodgson another £30, making the depreciation figure £100, only adds another 0.21 pence per mile.

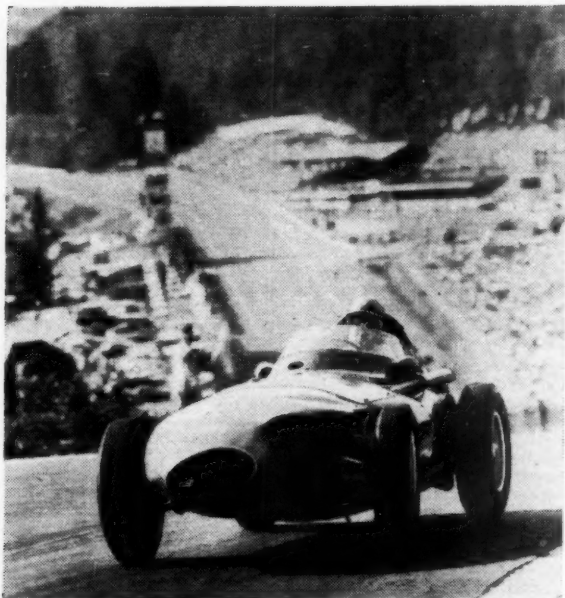
I agree that to achieve 100,000 miles I shall doubtless have to spend more money than at present on service and oil, and probably repairs and replacements. Having done but 37,000 of those miles, however, I can only interpolate on the figures I have. I should not like to make any attempts at extrapolation to 100,000.

I should be very pleased and interested to hear from Mr. Hodgson of his experiences as his car approaches 100,000, and from any other drivers with similar ambitions; especially any A.35 owners, who, under fortunate road conditions comparable to mine, should be able to approach 60 m.p.g.

Frinton-on-Sea, Essex.

JOHN BURLS.

A GRINDING HALT?



Belgian Grand Prix: 23 minutes under the minimum duration, yet it still counted for the Championship

IT IS TIME THE C.S.I.
PUT ITS HOUSE IN ORDER

BY PETER GARNIER

is represented on the C.S.I. There are 14 member countries, so that 14 A.C.N.s are represented—or should be—at each meeting of the C.S.I. For some reason, Switzerland, a country whose government banned motor racing, is represented; many people wonder why.

In effect, most of the major European motor racing countries send along two delegates, the figurehead of the A. C. N. and a salaried member of the staff, who does the work; each A.C.N., however, has but one vote,

whatever the part its country plays in the world of motor sport. Britain, therefore, without whom the sport would be in a sorry state, has no more say than, for instance, Switzerland. Despite the fact that Britain and Italy, for example, make more noise, successfully, than any other country on the circuits, at the C.S.I. they are no more than small voices in a big crowd.

This year, the C.S.I. will have met five times only—twice at Monte Carlo (at the time of the Rally, and the Grand Prix), at Le Mans, Lucerne, and Monza. With a fast-moving, modern sport—in which such great sums of money are involved, and, more important, in which human lives can be jeopardized—this is surely insufficient? However, the decisions reached by the delegates at the C.S.I. meetings do not become law until they have been ratified by the main committee of the F.I.A.—and this, again, takes time. Furthermore, many more countries are represented on the main committee than on the C.S.I.—many of them having no interest whatever in motor racing, and no knowledge upon which to base their votes. Could anything be more unwieldy?

Even with this long-winded approach, the best use is seldom made of the time available. The F.I.A., for example, often take far longer than necessary to ratify the resolutions reached by the C.S.I. at their meetings, and therefore are very slow indeed in publishing the minutes. This, in turn, means that when the minutes finally reach the Competitions Committee of the R.A.C. there is often insufficient time in which to mull them over, referring back to their main committee, and go into important matters in readiness for discussion at the next meeting of the C.S.I. Meantime, of course, while these vital matters are meandering like an undergirded tortoise from committee to committee, motor racing

continues on its high-speed way—shortcomings which the C.S.I. should have removed being perpetuated, meeting after meeting.

The rules state that the F.I.A. gives an undertaking not to announce changes in formula, fuel, construction of cars, or similar important matters without giving at least six months' warning. In the agenda of the September meeting, the possible variations in formula for 1959 may well be down for discussion. With the best will in the world, it will be impossible for them to give six months' warning of any proposed changes when the first races to be affected are held in the Argentine in January—only four months later.

The change from last year's free-fuel formula in Grand Prix racing to the present 100-130 pn Avgas was announced last October. The first race to be run under the new formula was the Argentine Grand Prix on 19 January; small wonder that the Vanwalls and B.R.M.s did not run in this race. At the same time it was announced that cars competing in Sports Car Championship events would be limited, for the years 1958, 1959 and 1960 to a maximum engine capacity of three litres. The first event to be run under this new formula was due to be held in Buenos Aires on 26 January. Maserati shortly announced their withdrawal from official participation in both Grand Prix and sports car racing for 1958.

In this connection, too, it was decided at the Lucerne meeting (2 to 6 June) to ban push-starting the cars at Drivers' Championship meetings; it was also decided that this regulation should be brought into force at the French G.P. on 7 July, a month later—regardless of the fact that to fit a starting handle to a Cooper—or to modify it to take a starter motor—would entail major alterations to the transmission.

The Argentine G.P.

The result of the late introduction of the Avgas fuel formula—in conjunction with the fact that, only a month or so before the race was due to take place, the British constructors had not yet received the regulations—the Argentine G.P. was the centre of considerable turmoil. Its status as a Drivers' Championship event was in doubt; the Italians and South Americans threatened to withdraw from the F.I.A. unless it did count for the Championship; the drivers' association, l'U.P.P.I., protested against its validity... and eventually the race was held. Moss won it in a Cooper, but did not know until the Monte Carlo C.S.I. meeting on 30 January whether or not he had scored any points towards the Championship.

At this meeting it was decided that it should count for the Championship—but it was laid down that, where future Championship events were involved (Drivers' or Sports Car), the regulations must be published at least two months before the date of the race; otherwise, the validity of the event would be lost. A few

A GREAT many people, who have the good name—and the future—of motor racing very close to their hearts, are growing concerned about the present state of the sport. Wherever one goes, the conversation seems unfailingly to develop along gloomy, critical lines: "Far too much commercialism... If someone doesn't do something about this starting money lark the whole thing will come to a grinding halt... Why can't those old layabouts at the F.I.A. do something about it? ... Too many races, too close together... Too many similar cars... Too many people trying to squeeze too much out of it...," and so on.

The pity is that the majority of these remarks are not the vague, unfounded observations of a lot of elderly people suffering from "Things aren't the same as they were" complex, but the justified complaints of everyone who has followed the trend of motor racing over the past few years. It is true to say that, unless the governing body of motor sport—the *Fédération Internationale de l'Automobile*, in Paris, or, more properly, the *Commission Sportive* of this body—exerts its authority quickly, this golden age of motor racing could easily fall into a decline.

It might be helpful at this stage, for those unversed in the cumbersome procedures behind it all, if the workings and constitutions of the C.S.I. and F.I.A. were explained. Basically, the C.S.I. is to the F.I.A. what the R.A.C. Competitions Committee is to the R.A.C. itself. However, instead of administering in its own country alone as does the R.A.C., the F.I.A. looks after motor sport throughout the world—a very grave responsibility indeed.

Every country in which there is motor sport—Great Britain, America, France, Germany, Italy, and so on—has its parent body, or A.C.N. (*Automobile Club Nationale*) as it is called, and each A.C.N.

A GRINDING HALT?...

weeks later—on 11 May—the Targa Florio was held, on the date originally allocated to the now emasculated Mille Miglia. Though the regulations were not yet in the hands of the British competitors until barely a month before this date, the event still counted as Italy's qualifying event towards the Sports Car Championship—despite at least one protest against its validity. Rules, it appears—or, at any rate, C.S.I. rules—are made to be broken.

And here we go again: At the same time that the 1958 fuel regulations were announced, it was laid down that the 1958 Drivers' Championship races should be of a minimum length of 300km, and a minimum duration of two hours, instead of the previously laid down rule of 500km or three hours. It is necessary, here, to quote the French text, as issued by the F.I.A. themselves: "*Ses courses du Championnat du Monde devront avoir une longueur minimum de 300km et une durée minimum de 2 heures (au lieu de 500km ou 3 heures, comme précédemment).*" The "et" and "ou" are underlined in the original text for emphasis.

Yet, when the regulations for the Belgian Grand Prix were issued, it became quite clear that though the total race distance would comply with the minimum of 300km, the organizers were proposing completely to ignore the minimum duration rule of two hours; the race, in fact, lasted for 1hr 37min 6.3sec. When the regulations were first issued *The Autocar* telephoned the organizers to check that there had not been a misprint. It was explained that the F.I.A. did not really intend that the *grandes épreuves* should have to comply with both these requirements—they intended *one or other*; there must have been a mistake in translation.

I explained that it was the French text from which I was quoting. The reply was that the F.I.A. really wanted organizers to keep to the spirit of the regulations rather than the letter. The Belgian G.P.—indeed, the European G.P., as it had the honour to be—though not complying with the F.I.A.'s requirements, counted nonetheless for the Drivers' Championship.

So it goes on, anomalous, inconsistent and entirely out of keeping with the fast-moving sport which it governs. At Sebring, we are told, there are to be formula 1 and 2 races of International status next year—possibly counting towards the World Championship. Yet the International Sporting Code, the F.I.A.-produced bible of motor sport, states that before being given International status, a race must have been run at least once before.

Ponderous Deliberations

Standing out prominently throughout this critical year has been the astonishingly slow and unwieldy manner in which the F.I.A. is compelled by its constitution to conduct its business—and the apparent impossibility, under the present inflexible set-up, for it to come to a quick decision should the need arise. Those who spend thousands of pounds annually on motor sport—the manufacturers themselves, the oil companies without whose support it could not continue, the accessory manufacturers—cannot be expected to continue to place confidence in such a set-up.

So much for the shortcomings of the C.S.I., arising simply because they are not geared to cope with present-day motor sport; the permanent staff is sufficient evidence of this—it is smaller than that employed in the offices of the majority of

the A.C.N.s. What of the troubles the C.S.I. could cure through the F.I.A.?

The crowded Calendar... starting money... close proximity of important events... early announcement of the new grand prix formula, due to come into force on 1 January, 1961...? Perhaps two of the most important are starting money and the proximity of important dates; they can be covered collectively.

Proximities

The all-important International Sporting Code lays down that a first-grade international grand prix should not follow within five days of a Classic event—in fact, that the Pescara G.P., say, should not be held within seven days of the French G.P. It also lays down that two Classic events should not be held within less than 14 days of each other—in other words, that the French and British G.P.s, for example, must be at least 14 days apart. The reasons for these rules are simply that, in the case of priority events, 14 days is thought to be the minimum in which constructors can repair their cars after one event, prepare them for the next and travel to the circuit in time for practice. Seven days is considered enough, where first-grade events are concerned, because it is not of such vital importance that all the manufacturers should be represented.

The rules also state that these intervals between International events may be reduced with the authorization of the C.S.I.; this authorization is now so freely forthcoming that the rules—and their good intentions—seem to have been forgotten.

The F.I.A. in laying down these rules have not only the constructors' interests at heart. They are concerned, too, for the organizers who, if they are to attract the crowds to their meetings, must be able to lay on the best cars and drivers; also, of course, there is the rapidly increasing list of championships to be considered. Constructors must be given every chance to be represented.

On more than one occasion this season, there have been instances of first-grade events being held within 24 hours of priority events. Here the question of starting money comes into the picture. It is not infrequently the case that starting money at the first-grade event is greater than the cash award for winning the much more important priority event, held on the previous day.

Thus a driver, knowing that he is unlikely to win the priority event, may choose to go easy, nursing his car to be certain of appearing with it at the lesser event the following day, and carry off a greater award—just for having started (or appeared; "appearance money" would be a more appropriate term). Having decided on this course, and with no time in which to prepare his car—or repair it if it breaks—not to mention conveying it a thousand or more miles to the circuit, he can ill afford to try too hard.

The organizer of the more important race may thus be forced into a position which makes him appear to fail in his duty to the spectators; he has promised them a great race, yet one or two cars are trundling round, clearly taking things easy—even, in some cases, retiring for no apparent reason (this has happened this season on more than one occasion). The ridiculous state of affairs has arisen in which there are some drivers who regard the starting money as the ultimate reward, starting the race with a few gallons in

the tank and no intention of finishing.

A great deal of the trouble with the anomalies in the Calendar is owed to the fact that the events that make up many of the Continental meetings are seldom as published in the Calendar itself. A first-grade meeting, followed a priority event, may appear in the Calendar as "S" or "S and T"—meaning sports, or sports and touring cars. This will affect neither the entry nor the quality of the formula 1 and 2 races included in the meeting on the previous day—but if the organizers slip a formula 2 (or even formula 1) race into the regulations when they appear, it will clearly have a serious influence on the more important date.

The C.S.I. can easily put an end to this sort of thing because, before such a change can be made, their permission has to be obtained. Incidentally, the British race organizers and promoters have already met to decide their dates for next season, and by the end of the Earls Court Show will have decided finally what events are to take place at each meeting.

Reverting to the question of starting money, human nature is riddled with failings, and the desire to pick up easy money is not the least of them. However, laxity and looseness of the C.S.I. regulations permit certain drivers to reveal a more than permissible failing in this particular direction. The drivers, of course—most of them, at any rate—are in motor racing for the fun of it, and no one



Targa Florio: Regulations published too late

grudges them their awards, but there seems to be an increasing tendency to forget the basic reason for it all; it could be that before long the golden goose will be breathing its dying gasps.

Agreed, a driver's starting money is reckoned in terms of his value as a crowd drawer; a top-line driver is worth more than a mediocre one. The theory is held by many people that the present considerable sums available in starting money would better be employed—at least in part—by increasing the prize money, and, more important, spreading it farther down the list of finishers.

It might even be possible, and still be fair to everyone, to accept, say, 25 entries in a race where there were to be only 15 starters. During practice, the cars would qualify for the 15 starting positions, the 15 fastest drivers being selected and paid starting money; this would mean that there would be something of a competition for the available money—a far healthier state of affairs. A definite scale of starting money should be laid down—as was attempted at Brussels some time ago with utter failure to reach an agreement—so that everyone knew where he stood, race organizers included. The money saved thereby could then be added to the prize money; it would be an incentive to finish, and would help the organizers to keep faith with the spectators.

Veni Vidi Vici



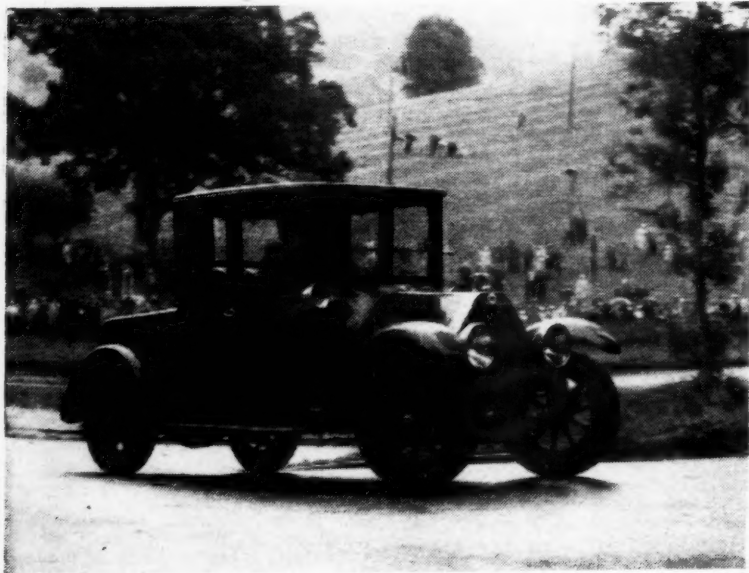
El Pampéro (a cold wind from the Andes) ascended in spasmodic gusts. An M.A.G. cyclecar, circa 1914, it was coaxed up by Jeddere Fisher in 101.16 sec

DOCTOR TAYLOR'S CÆSAR SPECIAL FASTEST AT V.S.C.C. PRESCOTT HILL-CLIMB

VERY probably it was raining when Julius Cæsar first stepped ashore in these islands 2,003 years ago: certainly it was when Dr. Tony Taylor made provoked attacks on Prescott Hill in Gloucestershire last Sunday, with an A.C.-engined racing chariot designed and built by Dick Cæsar a few years back from, mark you, genuine Vintage parts. With it he vanquished all opposition at the V.S.C.C. meeting from

blown E.R.A.s, a small swarm of Bugattis and other hot machinery. Before his climbs he made an umbrella'd inspection on foot of the wet surface on the lower slopes, testing for μ every few yards with sensitive finger-tips. Result—a time of 50.63sec, 0.82sec quicker than Douglas Hull in Arthur Jeddere Fisher's 2-litre E.R.A.

Bronzed Jeddere Fishers of all ages, fresh from the Fiji Islands, dominated the



paddock with miscellaneous transport; of the latter the bravest was "El Pampéro," an Edwardian cyclecar of rather dubious parentage, which recorded slowest time of the day by a wide margin (112.80sec), as well as the greatest improvement between first and second runs—11.64sec. It was competing on handicap against such metal as Sam Clutton's 1908 G.P. Itala (which won), Lord Montagu's 1913 Prince Henry Vauxhall, Graham Brown's 1913 Züst (made in Brescia), M. R. Neale's 1912 London-Edinburgh type Rolls-Royce, Marcia Jeddere Fisher's 1913 Lancia Theta (the Greeks, of course, had a name for it) and Barry Clarke's 1913 Talbot. Mrs. Fisher's car having an unconvertible hard top, she expected to run without a helmet; but the stewards insisted that, to use commentator Tubbs' words, "she be crowned with the appropriate millinery."

This year Post-Vintage Thoroughbred cars, excluded last year, were admitted again, and competed for separate awards in racing- and sports-car classes of various engine capacities. Close competition for f.t.d. was confined to the above-mentioned Cæsar and E.R.A., and the blown two-three Bugattis of Wall and Mallalieu; all were in the 1,501-3,000 c.c. unblown, 1,151-2,310 c.c. blown class, were properly prepared and very competently driven.

In this class were also two famous old cars owned and driven by Lt. Col. C. P. Vaughan—the 1926 Becke Powerplus with a supercharged Wolseley Moth engine, and that one-time holder of the Shelsley Walsh record, the late A. F. P. Fane's twin-blower Frazer-Nash. With the Becke, an awkward and harshly sprung little demon, he managed a creditable 63.28sec, but the Frazer-Nash's transmission very sadly became unchained on the starting line.

Dick Hardy's Special was the only middle-class (1,101-1,500 c.c. unblown, 851-1,150 c.c. blown) racer present. With the long, low figure—albeit somewhat skeletal—of a dachshund, it slithered up in 55.24 thrilling seconds at the first attempt. But on the next it was dogged by a misfire, the bite and half the bark had gone.

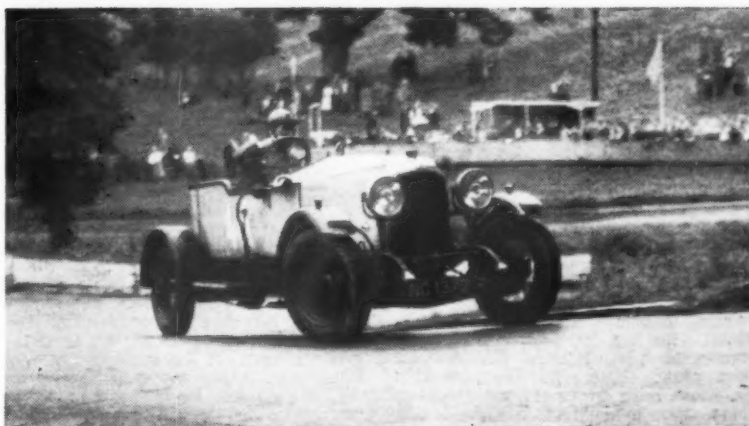
Riley Nines and Austin Sevens filled the smallest sports-car class, Jack French's Austin (56.57sec) benefiting from having a separate axle for each front wheel and other non-Longbridge modifications to vanquish Stan Waine's very smartly turned out Riley. John Grice's G.N. Special defeated a strong challenge by seven Frazer-Nashes among the 1,101-1,500s with a breath-taking ascent in 54.68sec on his first run. After even more hair-raising tactics over the early part of his second, he was then frustrated by loss of power at high altitude.

Feminine appeal was added to the 1,501-3,000 c.c. unblown, 1,151-2,310 c.c. blown class by Dr. Taylor's daughter at the wheel of his 3-litre Bentley, in which she defied filthy weather with two tidy climbs, the best in 68.82sec. Berry's blown two-three Bugatti gave off the swell *crescendos* and *diminuendos* of a full Molsheim orchestra, and was very ably conducted to the summit in 54.42sec during the second movement. L. S. Richard's Riley Special played second fiddle in 56.03, and a very popular third string (and first Vintagent) was Monty Vaughan's A.C.-engined Frazer-Nash.

Little house on the hill: Mrs. Marcia Jeddere Fisher entertains in the living room of her 1913 5-litre Lancia for a minute and 25.52 sec

First Prescott appearance of the oldest known E-type Vauxhall 30-98 (1920): Brian Barker's best climb took 65.42 sec

Another Bugatti, Ronnie Symondson's superb 57S two-seater, upheld the marque's prestige on the B.O.C.'s own hill by defeating all opposition in the largest capacity class (55.25sec), second place going to the imperturbable Shuter in his equally imperturbable 4½-litre Invicta coupé, as ever a model for all would-be experts up the hill. Third was Morris' 6½-litre Bentley two-seater, a really splendid car which needed a dry course to show its real mettle. Then it was the spectators' turn for a bit of fun, with a glorious wheel-spinning mudlark to extricate themselves from the car park. Please, it would be nice to have a little sunshine next year.



PROVISIONAL RESULTS

Sports Cars: Unsupercharged up to 1,100 c.c.: 1, 1929 Austin 747 (J. S. French), 56.57sec; 2, 1928/34 Riley 1,089 (S. R. Waine), 59.88sec; 3, 1930 Riley 1,087 (E. J. Mayhew), 60.03sec. **Unsupercharged 1,101-1,500 c.c.:** 1, 1921-50 G.N. Spl 1,496 (J. A. R. Grace), 54.68sec; 2, 1930 Frazer-Nash 1,496 (R. W. Ashley), 56.00sec; 3, Frazer-Nash 1,495 (M. S. Geoghegan), 56.59sec. **Unsupercharged 1,501-3,000 c.c. supercharged:** 1, 1931-2, 1935 Bugatti 2,260 (S. J. Berry), 54.42sec; 2, Riley Spl 2,443 (L. S. Richards), 56.03sec; 3, 1928 A.C.-Nash 1,991 (M. Vaughan), 56.76sec. **Unsupercharged over 3,000 c.c. supercharged over 2,310 c.c.:** 1, 1935 Bugatti 3,257 (R. C. Symondson), 55.25sec; 2, 1933 Invicta 4,467 (J. A. Shuter), 55.66sec; 3, 1930 Bentley 6,597 (M. H. Morris), 57.65sec.

Edwardian Handicap (competitor showing greatest improvement over handicap time): 1, 1908 Italia 12,000 (C. Clutton), 60.28sec (h'cap 57sec); 2, 1912 Rolle-Royce 7,429 (M. R. Neale), 74.24sec (70.50); 3, 1913 Talbot 4,533 (B. M. Clarke), 71.95sec (67.50). **Racing Cars: Unsupercharged up to**

1,100 c.c. supercharged up to 850 c.c.: 1, 1934 M.G. 647 (R. Grant), 60.50sec; 2, 1929 Riley 1,087 (P. J. E. Blinn), 62.11sec. **Unsupercharged 1,101-1,500 c.c. supercharged 851-1,150 c.c.:** 1, 1922-29 Hardy Spl 996 (S. J. Hardy), 55.24sec. **Unsupercharged 1,501-3,000 c.c. supercharged 1,501-2,310 c.c.:** 1, 1930 Caesar Spl 2,030 (W. A. Taylor), 50.63sec; 2, 1936 E.R.A. 1,979 (S. D. H. C. Hull), 51.45sec; 3, 1931 Bugatti 2,270 (S. F. E. Wall), 52.35sec. **Fastest time of the day:** 1930 Caesar Spl 2,030 (W. A. Taylor), 50.63sec.

Trophy for Taylor at Goodwood

TWO scratch races in the eight-event B.A.R.C. programme promised excitement at Goodwood last Saturday. Mike Taylor had a one point lead over Keith Greene towards the Brooklands Memorial Trophy sponsored by Motor Sport. Taylor's Lotus had clocked a record average at Goodwood for cars under 1,100 c.c. at the previous B.A.R.C. meeting. So with the opening race, Taylor was away in the lead, but only just ahead of Greene from lap four, to finish with just 0.8sec in hand.

E. H. Broadley in his Lola-Climax, which had performed so well at the Brands Hatch meeting at Whitsun, returned the fastest lap (88.71 m.p.h.), pressed on too hard at Madgwick when in third place and overturned, bending the car at both ends. It will probably mean a new frame for the car, but fortunately not for the driver.

In the second race Keith Greene did his utmost to be first away through Madgwick, but Taylor overtook him through Fordwater to hold the lead and the trophy.

During the handicap races for saloons and open cars, the ladies showed grace and pace. Rosemary Massey (Jaguar XK150), a car's length in front of Jean Bloxham (Aston Martin DB3S) on lap five of the first event, pulled over to let her pass (if she could). But she was unable to. Who could with a piece of tar-macadam wedged in the throat of the front Weber? This is a car which can eat up the road!

There is nothing like a Le Mans canter to warm up the drivers. (The spectators could have done with something like it, too, in the chill wind.) In the 10-lap Marque scratch race D. Shale and his car were obviously warmer than the rest, for they were easily first past the rhododendrons to win at 75.75 m.p.h. S. A. Hurrell (Triumph TR3) made second place.

The Austin A35s of Wheeler, Gaston and Lawrence (first, second and fourth) were no handicap to them in their 5-lap race. But as a reminder that there is

always a challenge in racing M. J. Griffin tucked into third place and stayed there, driving one of the two Volkswagens entered against nine A35s.

Highlights from the other races . . . Bekaert's fine fast drive from back to front in the 5-lap handicap in his business-like

RESULTS (lap distance 2.4 miles)

Scratch races: A. Unsupercharged cars up to 1,100 c.c. (10 laps): 1, Lotus-Climax 1,098 (M. Taylor), 16min 43.8sec, 86.12 m.p.h.; 2, Lotus-Climax 1,098 (E. A. Greene), 17min 1.09sec (J. Campbell-Jones). **Fastest lap:** Lola-Climax 1,098 (E. H. Broadley), 1min 37.4sec, 86.71 m.p.h. **B. Unsupercharged cars up to 1,500 c.c. (8 laps):** 1, Lotus-Climax 1,098 (M. Taylor), 8min 23.8sec, 64.08 m.p.h.; 2, Lotus-Climax 1,098 (K. A. Greene), 8min 39.4sec, 62.92 m.p.h. **Marque (Le Mans-type start) (10 laps):** 1, Austin-Healey 2,639 (D. Shale), 19min 0.6sec, 75.75 m.p.h.; 2, Triumph TR3 1,991 (S. A. Hurrell), 19min 17.4sec, 73.67 m.p.h.; 3, Triumph TR2 1,991 (J. C. Quick), 19min 52.0sec, 77.14 m.p.h. **Handicap races: A. for saloon cars (5 laps):** 1, Jaguar XK150 3,442 (Miss H. Massey), 10min 46.0sec, 69.57 m.p.h.; 2, Aston Martin DB3S 2,922 (Miss J. Bloxham), 10min 57.4sec, 68.71 m.p.h.; 3, Jaguar 3,442 (J. B. L.

Jacobs), 10min 58.2sec, 68.71 m.p.h. **B. for saloon cars (5 laps):** 1, Austin A35 948 (J. Wheeler), 12min 1.2sec, 63.89 m.p.h.; 2, Austin A35 948 (J. H. Gaston), 12min 1.2sec, 63.89 m.p.h.; 3, Volkswagen 1,192 (M. J. Griffin), 12min 1.2sec, 63.89 m.p.h. **Fastest lap:** Austin A35 948 (J. H. Gaston), 2min 9.0sec, 66.98 m.p.h. **C (8 laps):** 1, H.W.M.-Jaguar 3,442 (J. Bekaert), 10min 19.6sec, 60.8 m.p.h.; 2, Cooper-Zephyr 2,260 (C. J. Steele), 10min 19.6sec, 60.8 m.p.h.; 3, Austin-Healey 100 2,660 (J. Venn), 10min 19.6sec, 60.8 m.p.h. **Fastest lap:** H.W.M.-Jaguar 3,442 (J. Bekaert), 1min 44.2sec, 82.92 m.p.h. **D (5 laps):** 1, Toleiro-Climax 1,098 (C. H. Threlfall), 80.75 m.p.h.; 2, Aston Martin DB3S 2,922 (Miss J. Bloxham), 80.75 m.p.h.; 3, Lotus-Climax 1,098 (F. Warnell), 80.75 m.p.h. **Fastest lap:** H.W.M.-Jaguar 3,442 (J. Bekaert), 1min 44.2sec, 82.92 m.p.h. **E (8 laps):** 1, Triumph TR3 1,991 (G. H. Breakell), 10min 17.4sec, 73.67 m.p.h.; 2, Morgan +4 1,991 (C. J. Lawrence), 10min 17.4sec, 73.67 m.p.h.; 3, Triumph TR3 1,991 (J. C. Quick), 1min 51.2sec, 77.7 m.p.h. **Fastest lap:** Triumph TR3 1,991 (J. C. Quick), 1min 51.2sec, 77.7 m.p.h. **Fastest lap of the day:** Lola-Climax 1098 (E. H. Broadley), 1min 37.4sec, 88.71 m.p.h.

Von Trips Beats Behra in Austria

TWO days after Gaisberg Hill-Climb, Austrian round of the European Mountain Championship, almost the entire field of competitors reassembled at Zeltweg airfield, formerly a British air base. Fifteen cars lined up for the sports car race up to 1,500 c.c. and unlimited, the three Porsche RSKs being fitted with the bored-out 1,600 c.c. engines to compete in the bigger class. Behra, Trips and Barth were down to drive them, while Huschke von Hanstein reappeared behind the steering wheel of a sports car, driving an older RS model with 1,700 c.c. engine. Opposition consisted of a three-litre Ferrari for Austrian Gottfried Koehert—not his own new Testa Rossa but a rather thrashed-out 1957 works model now used in Modena as a practice car. David Latchford was the only British entrant in the front-engined Cooper, better known under the name of Halseylec.

Jean Behra lead the field from the start into the chicane which had been set up to slow the two-mile circuit sufficiently for hill-climb gearing, but von Trips soon took over. At about half-distance of this 70-mile event, Behra started motoring and passed von Trips into the lead. Yet the newly crowned Mountain Champion was not at all pleased with the situation and managed to fight back to win.

Sports Car Race (35 laps—70 miles).—1, Porsche RSK 1600 (W. von Trips), 41min 28.6sec, 75.5 m.p.h.; 2, Porsche RSK 1600 (J. Behra), 41min 29.3sec; 3, Porsche RSK 1600 (E. Barth), 42min 10.8sec; 4, Porsche RS 1500 (S. Vogel), 44 laps; 5, Porsche RS 1500 (H. Walter), 33 laps; 6, Porsche RS 1500 (M. Bozic), 33 laps; 7, M.G. A Twin-Cam 1600 (H. Zwißel), 30 laps; 8, Porsche Spyder 1500 (L. Fischer), 30 laps; 9, DKW Spyder 990 (A. Hartmann), 29 laps; 10, Cooper 1500 (D. Latchford), 28 laps. **Fastest lap:** W. von Trips, 1min 8.8sec, 77.8 m.p.h.

Grand Touring race (15 laps—30 miles).—750 c.c. class: Abarth (P. Kiltich), 1:30.00 c.c. class: Lotus 1100 (C. Voegel), 1:00.00 c.c. class: Porsche Carrera (R. von Frankenberg). **Unlimited:** Ferrari 250 GT (W. Seidel), **Fastest lap:** R. von Frankenberg, 1min 16.6sec, 70 m.p.h.



The Sport

By PETER GARNIER



MIKE HAWTHORN'S adventures at the finish of the Portuguese Grand Prix were somewhat baffling for almost everybody. Sorting things out on the spot, I find that what actually happened was this: for several laps Lewis-Evans' Vanwall had been following Moss around, though a lap behind him. On Moss' 46th lap he had "towed" his team-mate past Behra's B.R.M. into third place. As the last few laps went by, Moss, with Evans still close behind, came near to lapping Hawthorn, the brakes of whose Ferrari were now virtually non-existent.

On Moss' final lap there seemed to him a chance of his being able to "tow" Lewis-Evans past Hawthorn, thereby himself lapping the Ferrari and putting Lewis-Evans into second place. The cars went round in the close order: Hawthorn, Moss, Lewis-Evans. In fact, Lewis-Evans was not quite fast enough to be "towed" past the Ferrari, so it was in that order that the three cars passed the finishing line, Moss receiving the chequered flag, having completed his 50th lap; Lewis-Evans, too, received it, having completed his 49th.

Looking back, incidentally, one can now see that had Moss let Lewis-Evans pass him before taking the chequered flag, and assuming that Mike spun as he did, Lewis-Evans must have finished second. However, Lewis-Evans was behind Moss when he took the flag, so that was the end of his race.

Now, the rules state that "The winner will be the driver who has covered the prescribed distance in the minimum time. The race shall finish after the winner has received the chequered flag." At this point, the British Racing Drivers' Club includes in the British G.P. regulations a bit of its own: "However, all drivers must complete one extra lap at a very reduced speed after receiving the end-of-race signal." This is very wisely intended to avoid accidents through a succession of cars trying to stop from high speed as soon as they have crossed the line. The rules then go on to say: "All cars will be classified according to the number of completed laps they have covered, and for those having covered the same number of laps, according to the order in which they have passed the finishing line. Cars which have covered less than half the prescribed number of laps since the start of the race will not be classified."

"If a car takes more than thrice the time of the fastest lap during the race to complete its last lap, the latter (lap) will not be taken into consideration when the total distance covered by that car is computed."

As soon as Moss had received the flag every other car crossing the line behind him was flagged in. But Mike Hawthorn had still to complete his last lap and was geographically the rearmost car of the field. Of the Vanwalls behind him, Mike could not see whether it was Moss' or Lewis-Evans' car that was in front; both drivers, he knew, were wearing white helmets. Had Moss been the rearmost of the two when he (Moss) finished the race, the battle with Lewis-Evans for second place was still on.

Determined to retain second place himself, Mike went off as fast as possible on that critical last lap—and spun.

It was not Evans, of course, but Moss on his slowing-down lap whom Hawthorn could see on his tail, and in no circumstances could Lewis-Evans, nor any of the other cars that had completed 49 laps, bring their total up to 50; for them the race was over. It was merely a matter of Hawthorn's taking less than "thrice the time of the fastest lap during the race" to sort out his troubles and complete his 50th lap. Had he taken longer, he would have been deemed, according to the regulations, to have completed only 49 laps on taking the flag; he would thus have finished 6th, ahead of those who did only 48 laps. Unjustly, it may appear, he would not even have been a finisher had he been unable to restart.

So far as the protest was concerned—lodged on the grounds that he had restarted the Ferrari by running contrary to the direction of the race—one can only assume that it was very important to somebody that Mike should not have finished second. The protest was unfounded, as he moved the car contrary to the direction of the race only on the pavement—not on the circuit, so that it did not matter. Anyway, the protest was not upheld. One of the most sporting gestures—which, when it is considered that the two drivers are battling for the World Championship, indicates the wonderful spirit in motor racing—was Moss' halt on his slowing-down lap to encourage Hawthorn. Apart from spurring him on to get the Ferrari back into the race, he also kept the would-be helpers away. If they had touched the car, Mike would not even have finished second; he would have been disqualified.

THERE WAS an unfortunate mix-up in pit signals, which may well have cost Moss a Championship point. Normal practice for the Vanwall pit is to hold out a signal with the driver's name, followed by his lap time, when someone breaks the lap record. When Moss did his fastest lap, for example, the signal was "MOS 2 32.5". However, when Mike Hawthorn lowered the lap record to 2min 32.37sec, the signal went out "HAW REC". Unaccustomed to this form of signal, Moss read it as "HAW REG", and took it to mean that Mike had settled down to a REGular 70sec behind him; he therefore carried on at his previous speed. Had the Vanwall pit hung out the signal "HAW 2 32.4", in accordance with normal practice, Moss would have had a go at beating Mike's record.

DESPITE RUMOURS to the contrary, it seems that the Moroccan Grand Prix (Casablanca, 19 October) is definitely on. This was confirmed by Mr. Schroeder of the F.I.A. last Tuesday, during a telephone call with Dean Delamont, of the R.A.C. Competitions Department.

J. M. FANGIO, whose retirement from motor racing was recently announced once more, is to drive one of Temple Buell's Ferraris in the 250-mile Nassau Trophy race, one of the events making up the fifth annual Bahamas Speed Week which lasts from 30 November to 8

OPORTO AFTERTHOUGHTS

TOUR DE FRANCE

SHELSLEY WALSH

December. This, coupled with the announcement that the World Champion plans to drive in several South American events next season, as well, possibly, as in New Zealand this winter, seems to suggest that it is not only operatic prima donnas, but Grand Prix madonnas too, that are addicted to a seemingly endless succession of farewell appearances.

THE Championship rules say that only a certain number of events shall be considered when adding up each driver's marks... seven events in 12; six in ten or eleven... If Casablanca is held, this means six events this year. Moss has scored in five, giving a total of 32 points. Hawthorn has scored in seven, his best six making 36. So Mike leads by only four points now.

THREE B.R.M.s have been entered for the Italian Grand Prix at Monza, next round in the Drivers' Championship, on 7 September. Drivers will be Jean Behra, Harry Schell, and Joakim Bonnier.

SHELSLEY'S second National meeting of the season (Saturday, 30 August; 1 p.m.) has attracted a first-class entry of cars—and motor cycles, which are a feature of this meeting, and give each category the opportunity of seeing the other at work. The meeting is the sixth round in the R.A.C. British Hill-Climb Championship, in which Boshier-Jones, with 42 points, holds a substantial lead over D. R. Good's 29, and Chris Summer's 27. The entry list reads like a Who's Who in Hill-Climbs, and the late Ken Wharton's all-time record of 35.8sec, set up in the E.R.A. in August, 1954, may well be beaten. It is interesting, incidentally, that the best motor cycle time is George Brown's 37.13sec on a Vincent.

RON FLOCKHART is now out of hospital, and back at his home in Scotland, where he is making a good recovery.

BRITISH ENTRIES in the forthcoming Tour de France (14 to 21 September) include two Equipe Endeavour 3.4-litre Jaguars driven by Tommy Sopwith and

COMING SHORTLY

- AUGUST 27-31.**—Liège-Rome-Liège Rally.
- 30.**—Midland A.C., Shelsley Walsh hill climb, 1 p.m.
- 30.**—Sussex C. and M.C.C., Inter-club driving test meeting, Goodwood, 12 noon.
- 30.**—B.R.S.C.C., race meeting, Brands Hatch, 11 a.m.
- SEPTEMBER 6.**—Brighton and Hove M.C., Brighton Speed Trials, Madeira Drive, Brighton, 9.30 a.m.
- 6.**—S.U.N.B.A.C., Silverstone race meeting, 12 noon.
- 7.**—Mid-Cheshire M.C., driving test meeting, Royal Naval Air Station, Stretton, 2 p.m.
- 7.**—North London E.C.C., Treasure Hunt, Odeon Motors, Barnet.
- 7.**—Malden and D.C.C., September Morn driving test meeting, City Square, U.S.A.F. Base, Denham, 10.30 a.m.
- 7.**—Bentley D.C., Firlie Hill Climb, 2 p.m.
- 7.**—Italian Grand Prix, Monza.
- 13.**—Tourist Trophy race, Goodwood.
- 14.**—Bugatti O.C., Prescott Hill Climb.
- 20.**—Mid-Cheshire M.C., race meeting, Out-ton Park.

John Goldthorpe, and Sir Gawaine Baillie and Peter Jopp; a third 3.4 will be driven by the Whiteheads, Peter and Graham. Stuart Lewis-Evans is to drive a Porsche Carrera with Jack Deana—having driven a works Aston Martin in the Tourist Trophy at Goodwood the previous day. Among the Continental entries, Maurice Trintignant will again drive a 250GT Ferrari with Francois Picard; Estager, too, has entered a 250GT and Olivier Gendebien, Harry Schell and Bourillot will also drive these cars, the total strength of these likely winners being around 18. Unfortunately, the 250GT Ferrari in which I was to have accompanied Stirling Moss will not now be available.

The Tour Auto is divided into four stages: Starting from Nice at 10.30 a.m. on Sunday, 14 September, the first car reaches Le Touquet at 8.27 p.m. on the Monday; on Tuesday, 16 September, at 9 a.m., the cavalcade sets off again, arriving at Le Mans on Wednesday at 2.30 p.m. The third stage starts from Le Mans at 9.30 a.m. on the Thursday, and reaches Clermont-Ferrand at 11.29 a.m. the following day; finally, the fourth stage begins at Clermont-Ferrand at 7 a.m. on the Saturday, and finishes at Pau on Sunday at 11.13 a.m.

Total distance is around 3,600 miles, and the route includes four speed hill-climbs (La Turbie, Mont Revard, Mont Ventoux and the Col du Tourmalet), and six circuit races. The circuits involved are as follows, and the periods occupied by the speed events are given in brackets: Rheims; Monday, 15 September (11.10 a.m. to 5.20 p.m.). Rouen; Tuesday, 16 September (12.25 p.m. to 6.45 p.m.). Le Mans; Wednesday, 17 September (5.30 p.m. to 9 p.m.). Montlhéry; Thursday, 18 September (1.40 p.m. to 5.30 p.m.). Auvergne; Friday, 19 September (12.30 p.m. to 5.20 p.m.). Pau; Sunday, 21 September (1.30 p.m. to 6.25 p.m.). During the four stages there will be not less than 96 controls—68 time controls and 30 passage controls (17 time and 7 passage controls in the first stage; 16 and 7 in the second; 14 and 8 in the third; and 21 and 8 in the fourth).

Following several alterations to the route, the total distance has been reduced from 5,936 km to 5,934; separate alterations, stage by stage, are as follows: 1; 1,595km instead of 1,597. 2; 1,457km instead of 1,460. 3; 1,297km instead of 1,292. 4; 1,585km instead of 1,587.

RACE AND RALLY REGULATIONS RECEIVED

Mid-Cheshire M.C.—Oulton Park International Meeting, Saturday, 20 September. Meeting will include four events: 1. By invitation, for cars conforming with the current formula 3. 2. Historic Racing Cars and Vintage Cars. 3. Sports Cars. 4. Closed Cars. Length of races are as follows: 1, 19 laps (50 miles). 3, 45 laps (124 miles); this event will be run in three classes—up to 1,500 c.c., 1,501 to 2,000 c.c. and over 2,000 c.c. 4, 15 laps (41 miles); this event will be run in two classes—up to 1,500 c.c. and over 1,500 c.c.

Entries close on 1 September, and there will be no entry fee. Practice on Friday, 19 September. Regulations from J. H. S. Williams, 154, Park Road, Timperley, Cheshire.

Exeter M.C.—Exeter Rally, 21 September, a restricted rally starting from Countess Weir Hotel, Exeter, at 10.30 a.m. The route will be approximately 130 miles and cars will be divided into five classes. Entries to F. D. Souter, 18, Fore Street, Heavitree, Exeter, by 13 September. Entry fee—members 15s, invited clubs £1, team fee 7s 6d. Entries limited to 60.

M.C.C.—Derbyshire Trial, 3-4 October, starting from London, Bristol, Kings Lynn and Manchester at 11 p.m. The route will be approximately 250 miles and there will be three classes for cars. Entries to W. T. F. Kelland, 29, Great Rushey Drive, London, N.20, by 15 September. Entry fee £2 10s.

Oswestry and District M.C.—Border Counties 200 rally, 4-5 October, over 200-mile route in the Welsh borderland, starting from Babbinswood, near Oswestry, at midnight. Cars will be divided into four classes. Entries (fee £1 10s), to W. D. A. Wren, Kildoon, 82, Welsh Walls, Oswestry, by 27 September.

Cambridge 50 C.C.—Speed trial, 14 September at Witchford Airfield, near Ely, Cambridgeshire. Classes for all types of cars. Regulations from H. A. F. Jackson, 35, Metcalfe Road, Cambridge.

Birmingham Y.C.M.C.—September rally, 21 September, starting from Tractor Depot, Portway, at 10.30 a.m. Regulations available from P. Barwell, 12, Fox Hill, Birmingham, 29.

CLUB NEWS

M.C.C.—The National car rally, scheduled for 6-8 November, will not now be held owing to unforeseen difficulties which have arisen in connection with the organization of the event.

East Anglian M.C.—The results of the autocross held on 17 August were as follows:—

Best Performance: Lotus (R. Goodey). **Best East Anglian M.C. member:** Fiat (A. C. Westwood). **Ladies' Award:** Ford Spl. (Miss D. Freeman). **Winner of class for saloons up to 1,800 c.c.:** Morris Minor 1000 (W. Slocombe). **Saloons, over 1,800 c.c.:** Riley 1.5 (D. J. Morley). **Saloons, over 1,800 c.c.:** Ford Zodiac (W. Reunle-Roberts). **Sports cars up to 2,000 c.c.:** Lotus (R. Goodey). **Sports over 2,000 c.c.:** Healey Silverstone (A. C. Westwood). **Specials:** Ford Special (E. Malkin).

Leicestershire C.C.—The results of the autocross meeting held on 27 July were as follows:—

Best Time of Day: Chandler (N. H. Tyler), 70.0sec. **First Class Awards:** Triumph TR3 (W. B. Hercock), 73.0; Renault (A. E. Thompson), 75.7. **Special Awards:** Ford Special (E. Malkin), 75.7; Ford Special (E. Hunt), 75.0.

Pembrokeshire M.C.—The Lydstep hill-climb will now be held on 4 October with classes for racing, sports and saloon cars. Regulations will be available within a few weeks from A. E. Bennett, 106, Haven Road, Haverfordwest, Pembrokeshire.

Jaguar D.C.—A spring meeting was held at Wellesbourne on 16 August and the results were as follows:—

Fastest Time of Day: "C" type (G. Lee), 22.60sec. **Fastest Time of Day by Midland Member:** XK140 coupe (D. Rogers), 26.70sec. **Fastest Time of Day by Visiting Member:** "C" type (G. Lee), 22.60sec. **Winner Class 3:** Mark VIII (R. J. Romaine), 26.11. **Class 4 and 5:** 3.4 litre (E. G. Brown), 25.74; **Class 6:** XK120 (E. G. Brown), 25.40; **Class 7:** XK120 (W. A. Powell), 26.20; **Class 8:** XK150 (Miss R. Massey), 26.65sec.

Sussex C.C. and M.C.C.—The driving tests arranged for 30 August have had to be postponed. These will be held now on 4 October at Goodwood circuit and regulations will be available shortly.

Jersey M.C. and L.C.C.—The results of the sand racing meeting held at St. Ouen's Bay on 21 August were as follows:—

Scratch race under 2,000 c.c. (10 laps): 1. Jaguar Spl. (J. Casey); 2. V.M. (B. J. Moody). **Over 2,000 c.c. (10 laps):** 1. Cadillac-Allard (A. Owen); 2. Talbot Nash (P. Gatehouse); 3. Riley Spl. (S. G. Robins). **10 laps unlimited:** 1. Austin (J. P. Langlois); 2. Jaguar (S. G. Robins); 3. Jaguar-Allard (J. Casey); 4. V.M. (B. J. Moody). **Scratch race, under 2,000 c.c. (10 laps):** 1. Cooper (R. Martini); 2. V.M. (B. J. Moody). **Over 2,000 c.c.:** 1. Cadillac-Allard (A. Owen); 2. Jaguar (S. G. Robins). **10 laps handicap, unlimited:** 1. Austin (J. P. Langlois); 2. V.M. (B. J. Moody); 3. Cooper (R. Martini).

Windsor C.C.—Results of the *Concours d'Elégance*, held on Sunday, 10 August, are as follows:

1. Hillman Minx (N. B. Stone), 280 marks. 2. Riley (E. Heaney), 271 marks. 3. M.G. (G. Connolly), 264 marks. 4. M.G. (J. E. Taylor), 256 marks. 5. Standard (P. Baldwin), 245 marks. 6. Volkswagen (D. Elliott), 216 marks.



The Type 507 3.2-litre Sports-Touring model (showing detachable hard-top).

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AUSTIN A105 Vanden Plas
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JAGUAR Mk. VIII automatic
WOLSELEY 1500 Saloon
WOLSELEY 15/50 Saloon
WOLSELEY 6/90 Saloon
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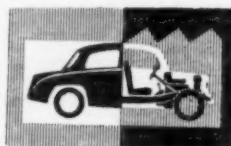
1958 AUSTIN A35	£565
1950 AUSTIN A135	£480
1956 MORRIS Isis Traveller	£645
1955 JAGUAR Mk. VII automatic ...	£995
1951 DAIMLER Consort	£465
1957 FORD Consul Mk. II	£695

Bentalls
KINGSTON-UPON-THAMES
Telephone: Kingston 1001



A mobile service school of F. Perkins, Ltd., manufacturers of diesel engines, recently completed a nine months' tour of Argentina and Uruguay. Instruction was given to nearly 800 people, and the 7,500 miles route ranged from the Atlantic coast to the Andes. The school was mounted in a British Dodge (above) fitted with a Perkins P4 engine

Trade and



Industry

With regret the death is recorded of Mr. Norman F. Jones, managing director of the City Motor Co. (Oxford), Ltd., Gloucester Street, Oxford.

Mr. F. G. Powell has been appointed southern branch manager by the Power Petroleum Co., Ltd. He succeeds Mr. G. H. Langlands, who recently retired after 30 years' service.

An interim dividend of 7½ per cent less income tax has been declared on the ordinary share capital of the Willenhall Motor Radiator Co., Ltd. Mr. Antony Day and Mr. Noah Robinson have been appointed joint managing directors.

An outbreak of fire occurred recently in a storage building at the Wolverhampton factory of the Goodyear Tyre and Rubber Co., Ltd. Three brigades confined the fire to the building; no one was hurt, and production was not affected.

A new company called Buckler Cars, Ltd., Heath Hill Road, Crowthorne, Berkshire, has been formed to look after Buckler activities with tubular space frames, suspensions, and special tuning equipment. The directors are Mr. Derek Buckler and Mr. Peter Hilton.

A new Exide battery factory has been opened in Salisbury by Sir Roy Welensky, C.M.G., M.P., Prime Minister of the Federation of Rhodesia and Nyasaland. The factory has been built by the Chloride Electrical Storage (C.A.) (Pvt.) Co., Ltd., and its products are being marketed in the Federation.

A company called Express Coachcraft, Ltd. has been formed with premises at 69, Lots Road, Chelsea, London, S.W.10. As the name suggests, the purpose of the company is the rapid completion of coachwork repairs, particularly including competition cars. The chairman is Alfred E. Moss, and the directors include K. A. Gregory (managing), Peter Jopp and Stirling Moss.

Mr. R. A. Stoodley has been appointed general manager by Maidenhead Autos, Ltd. of Maidenhead, Berkshire. He was formerly service manager of A.C. Cars (Thames Ditton), Ltd.

For the 12 months ended 28 March, 1958, the trading profit of Lodge Plugs, Ltd., was £109,052 (£129,101 previously). Net profit before taxation was £50,048 (£41,389 previously).

Reference was made in *The Autocar* of 15 August (p. 223) to the Mirror-Ariel made by Delta-Swift (Motor Accessories), Ltd. The address given has proved to be inadequate: the full address is 135, Ecclesall Road, Sheffield, 11.

Mr. J. McMillan has become the first person to complete 45 years' service with the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. Before his retirement a few days ago he was presented with the first 45 years' service pin by Mr. A. S. Bishop, the Goodyear chairman, at a celebration dinner in London.

At a recent extraordinary general meeting of Jowett Cars, Ltd., a resolution was passed changing the name of the company to Jowett Engineering, Ltd., to facilitate future activities. The change does not affect the present arrangements for supplying spare parts for Jowett vehicles and for reconditioning customers' cars. The company ceased car manufacture after their body suppliers (Briggs) had been acquired by Ford of Dagenham in 1954.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17460 Handbooks Required

"W.A."—1937 15 h.p. Daimler.
"W.T."—1937 21 h.p. Wolseley.
"P.E.W."—1933 Standard Little Nine (spares book also required).

NEW CAR PRICES

U.K. List Price · With Tax

U.K. List Price · With Tax

A.C.	£	s	d	£	s	d
Ace	1,188	0	0	1,783	7	0
Ace-Bristol	1,443	0	0	2,165	17	0
Aceca	1,446	0	0	2,170	7	0
Aceca-Bristol	1,700	0	0	2,551	7	0
ALFA ROMEO						
Giulietta	1,678	0	0	1,918	0	0
Giulietta TI	1,395	0	0	2,093	17	0
Giulietta Veloce	1,798	0	0	2,698	7	0
1900 Super	1,665	0	0	2,498	17	0
Super Sprint	2,250	0	0	3,376	7	0
ALLARD						
Palm Beach (Ford)	1,050	0	0	1,576	7	0
Palm Beach (Jaguar)	1,300	0	0	1,951	7	0
Gran Turismo	1,700	0	0	2,551	7	0
ALVIS						
Sports saloon 3-litre	1,995	0	0	2,993	17	0
Convertible	2,195	0	0	3,293	17	0
AMBASSADOR						
Super 4-door	1,630	0	0	2,446	7	0
Estate car	1,725	0	0	2,588	17	0
Custom 4-door	1,700	0	0	2,551	7	0
Country estate car	2,099	0	0	2,693	17	0
ARMSTRONG SIDDELEY						
Sapphire 346	1,100	0	0	1,651	7	0
(automatic)	1,195	0	0	1,793	17	0
Limousine	1,910	0	0	2,866	7	0
(automatic)	2,099	0	0	3,149	17	0
ASTON MARTIN						
DB Mk. III	2,050	0	0	3,076	7	0
Droptop Coupé	2,300	0	0	3,451	7	0
ASTRA						
Utility	308	0	0	471	16	0
AUSTIN						
A.35 2-door	379	0	0	569	17	0
2-door de luxe	387	15	0	582	19	6
A.35 4-door	396	10	0	596	2	0
4-door de luxe	400	0	0	601	7	0
Countryman	444	0	0	667	7	0
A.55 Cambridge	538	0	0	808	7	0
A.55 de luxe	570	0	0	856	7	0
A.95 Westminster	689	0	0	1,034	17	0
A.95 de luxe	719	0	0	1,079	17	0
Countryman	834	0	0	1,252	7	0
A.105	823	0	0	1,235	17	0
(automatic)	885	10	0	1,329	12	0
Vanden Plas	982	10	0	1,475	2	0
(automatic)	1,045	0	0	1,568	17	0
Gipsy	650	0	0	650	0	0
(diesel)	755	0	0	755	0	0
AUSTIN-HEALEY						
Sprite	445	0	0	686	17	0
100-Six	817	0	0	1,226	17	0
BENTLEY						
Series 5	3,695	0	0	5,543	17	0
L.W.B.	4,595	0	0	6,890	17	0
Freestone and Webb	5,187	0	0	7,781	17	0
Hooper	4,990	0	0	7,486	7	0
H. J. Mulliner	5,455	0	0	8,183	17	0
James Young	4,915	0	0	7,373	17	0
Continental						
H. J. Mulliner	5,275	0	0	7,913	17	0
Four door	5,355	0	0	8,033	17	0
Park Ward	4,995	0	0	7,493	17	0
BERKELEY						
Two-seater 328 c.c.	332	7	6	490	18	3
492 c.c. de luxe	432	9	0	650	0	0
B.M.W.						
501 2.6	1,638	0	0	2,458	7	0
502 2.6	1,792	0	0	2,687	7	0
502 3.2	1,970	0	0	2,956	7	0
502S 3.2	2,165	0	0	3,248	17	0
503	3,500	0	0	5,251	7	0
BORGWARD						
Isabella	830	0	0	1,246	7	0
Combi estate car	880	0	0	1,321	7	0
Touring sport	950	0	0	1,426	7	0
TS coupé	1,330	0	0	1,996	7	0
BRISTOL						
406	2,995	0	0	4,493	17	0
BUICK						
63 Century	2,175	0	0	3,263	17	0
CADILLAC						
6309 Fleetwood	3,425	0	0	5,138	17	0
6239D sedan de ville	3,125	0	0	4,688	17	0
CHEVROLET						
Bel Air	1,410	0	0	2,116	7	0
Sport	1,440	0	0	2,161	7	0
Convertible	1,555	0	0	2,333	17	0
Nomad estate car	1,500	0	0	2,251	7	0
Corvette	1,906	0	0	2,860	7	0
CHRYSLER						
300C	2,740	0	0	4,111	7	0
Convertible	2,960	0	0	4,441	7	0
Imperial	2,885	0	0	4,328	17	0
Crown	3,045	0	0	4,568	17	0
CITROEN						
2 c.v.	398	0	0	598	7	0
ID19	998	0	0	1,498	7	0
DS19	1,150	0	0	1,726	7	0
DAIMLER						
One-O-Four	1,595	15	4	2,395	0	0
Majestic	1,662	8	8	2,495	0	0
DK 400A	2,795	15	4	4,195	0	0
DK 400B	2,875	15	4	4,315	0	0
Hooper limousine	4,385	0	0	6,578	17	0
D.B.						
Rally HBR5	1,299	2	0	1,950	0	0
DELLOW						
Mark VI	575	0	0	862	17	0
Mark VI sports	625	0	0	938	7	0
D.K.W.						
Fixed-head coupé	765	0	0	1,148	17	0
Four-door saloon	793	0	0	1,198	7	0
Universal estate car	830	0	0	1,246	7	0
1000 fixed-head coupé	850	0	0	1,276	7	0
DODGE						
Custom Royal	2,040	0	0	3,061	7	0
EDEL						
Pacer	1,635	0	0	2,453	17	0
Corsair	1,991	0	0	2,987	17	0
Citation hardtop	2,100	10	0	3,152	2	0
FACEL VEGA						
FVS hardtop	3,150	0	0	4,726	7	0
(automatic)	2,980	0	0	4,471	7	0
FAIRTHORPE						
Atomota	426	0	0	640	7	0
Electron Minor	479	0	0	719	17	0
Electron Mk. II	769	0	0	1,154	17	0
FIAT						
500 de luxe	370	0	0	556	7	0
600	432	0	0	649	7	0
Convertible	452	0	0	679	7	0
Multipla 4/5	532	0	0	799	7	0
Multipla 6	540	0	0	811	7	0
1100	578	10	0	869	2	0
1200 Full Light	798	10	0	1,199	2	0
1400B	774	0	0	1,162	7	0
1900B	980	0	0	1,471	7	0
1900B Full Light	1,385	0	0	2,078	17	0
FORD						
Popular	295	0	0	443	17	0
Anglia	380	0	0	571	7	0
Anglia de luxe	400	0	0	601	7	0
Prefect	415	0	0	623	17	0
Prefect de luxe	438	0	0	658	7	0
Escorts	434	0	0	652	7	0
Squire	463	0	0	695	17	0
Consul	545	0	0	818	17	0
Consul de luxe	580	0	0	871	7	0
Convertible	660	0	0	991	7	0
Estate car	760	0	0	1,141	7	0
Zephyr	610	0	0	916	7	0
(automatic)	725	0	0	1,088	17	0
Convertible	778	0	0	1,168	7	0
Estate car	825	0	0	1,238	17	0
Zodiac	675	0	0	1,013	17	0
(automatic)	790	0	0	1,186	7	0
Convertible	873	0	0	1,310	17	0
Estate car	895	0	0	1,343	17	0
FORD (American)						
Thunderbird hardtop	2,133	10	0	3,201	12	0
FORD (Canadian)						
Custom 300	1,307	0	0	1,961	17	0
Fairlane 500 Town	1,377	0	0	2,066	17	0
500 Town Victoria	1,409	0	0	2,144	17	0
Ranch Wagon	1,362	0	0	2,044	7	0
FORD (Germany)						
12M	702	0	0	1,054	7	0
15M	763	0	0	1,145	17	0
FRAZER NASH						
Sebring	2,500	0	0	3,761	7	0
GOGGOMOBIL						
T.300 Brompton	329	0	0	494	17	0
T.400 Brompton	342	6	0	514	16	0
TS.300 Playfair	416	0	0	625	7	0
Convertible	459	0	0	688	17	0
TS.400 Mayfair	428	13	4	644	7	0
Convertible	471	0	0	707	17	0
HILLMAN						
Minx Special	498	0	0	748	7	0
Minx de luxe	529	0	0	794	17	0
Convertible	598	0	0	898	7	0
Estate car	625	0	0	938	17	0
Husky	465	0	0	698	17	0
HUMBER						
Hawk	840	0	0	1,261	7	0
(automatic)	955	0	0	1,433	17	0
Estate car	975	0	0	1,463	17	0
Touring limousine	920	0	0	1,381	7	0
ISSETTA (Gt. Britain)						
300	232	8	5	349	19	6
600	319	0	0	479	17	0
JAGUAR						
2.4	996	0	0	1,495	7	0
Special equip. model	1,019	0	0	1,529	17	0
3.4	1,114	0	0	1,672	7	0
XK150 hardtop	1,175	0	0	1,763	17	0
(automatic)	1,303	0	0	1,955	17	0
Special equip. model	1,392	0	0	1,938	7	0
Convertible	1,195	0	0	1,793	17	0
Roadster				Export only		
Mark VIII	1,219	0	0	1,892	17	0
(automatic)	1,331	0	0	1,997	17	0
JENSEN						
S41	1,435	0	0	2,153	17	0
S41 de luxe	1,750	0	0	2,626	7	0
S41 R	1,910	0	0	2,866	7	0
Interceptor	1,800	0	0	2,701	7	0
LANCIA						
Appia Series II	1,125	0	0	1,668	17	0
Aurelia Gran Turismo	2,230	0	0	3,346	7	0
Flaminia	2,500	0	0	3,715	7	0

(Continued overleaf)

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- 1956 Model **XK140** fixed head coupe, 18,000 miles only, one owner, fitted wire wheels, C type head, H.M.V. radio, etc., immaculate condition, grey . . . **£1,025**
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	£	s	d	£	s	d
LINCOLN						
Capri	2,600	0	0	3,901	7	0
Première	2,869	10	0	4,305	12	0
Continental hardtop	3,142	10	0	4,715	2	0
LLOYD						
LP600	390	0	0	586	7	0
LC600 Cabrio	427	0	0	641	17	0
LS600 Combi	405	0	0	608	17	0
LOTUS						
Seven	690	0	0	1,036	7	0
Elite	1,300	0	0	1,951	7	0
Sports	1,021	0	0	1,511	2	0
Club	1,399	0	0	1,937	7	0
Le Mans 75	1,625	0	0	2,405	4	0
MEADOWS						
Frisky	299	0	0	449	17	0
Friskysport	322	0	0	484	7	0
MERCEDES-BENZ						
180	1,195	0	0	1,793	17	0
180D (diesel)	1,295	0	0	1,889	17	0
190	1,250	0	0	1,876	7	0
190SL	1,930	0	0	2,896	7	0
219	1,430	0	0	2,146	7	0
220S	1,595	0	0	2,393	17	0
300 (automatic)	2,600	0	0	5,401	7	0
300SL Roadster	3,750	0	0	5,626	7	0
MERCUY (American)						
Medalist	1,503	0	0	2,255	17	0
Monterey	1,561	10	0	2,343	10	0
Montclair	1,888	0	0	2,833	7	0
Parklane	2,224	10	0	3,368	2	0
Commuter estate car	1,778	0	0	2,663	7	0
MERCUY (Canadian)						
Monterey	1,481	0	0	2,222	17	0
Phaeton	1,640	0	0	2,461	7	0
Montclair	1,716	0	0	2,575	7	0
Phaeton	1,765	0	0	2,648	17	0
METROPOLITAN						
Hardtop	498	10	0	749	2	0
Convertible	516	0	0	775	7	0
M.G.						
MGA	663	0	0	995	17	0
Hardtop	724	0	0	1,087	7	0
Twin Cam MGA	843	0	0	1,265	17	0
Magnette	714	0	0	1,072	7	0
MORGAN						
4/4 Series II	498	0	0	748	7	0
Competition	550	0	0	826	7	0
Plus 4 (TR) 2-seater	645	0	0	968	17	0
Convertible	693	0	0	1,040	17	0
Plus 4 (Vanguard)	594	0	0	892	7	0
Convertible	641	0	0	962	17	0
MORRIS						
Minor 1000 2-door	416	0	0	625	7	0
2-door de luxe	433	10	0	651	12	0
4-door	441	0	0	662	17	0
4-door de luxe	462	0	0	694	7	0
Taurer	416	0	0	625	7	0
Taurer de luxe	433	0	0	651	12	0
Traveller	471	10	0	708	12	0
Traveller de luxe	488	10	0	734	2	0
Cowley	555	10	0	834	12	0
Oxford III	589	0	0	884	17	0
Traveller	665	0	0	999	17	0
OLDSMOBILE						
88	1,820	0	0	2,731	7	0
Super 8	1,965	0	0	2,948	17	0
98	2,260	0	0	3,391	7	0
PACKARD						
4-door Sedan	1,680	0	0	2,521	7	0
Station Wagon	1,745	0	0	2,623	17	0
Hawk hardtop	2,004	0	0	3,007	7	0
PANHARD						
Dyna Grand Standing	702	8	0	1,055	0	0
Convertible	1,032	0	0	1,550	0	0
PEERLESS						
G.T. 2-litre	990	0	0	1,498	7	0
PEUGEOT						
203	633	9	1	952	8	2
403	796	2	11	1,195	11	5
Estate car	865	0	0	1,298	17	0
PLYMOUTH						
Savoy Vee-8	1,713	0	0	2,578	7	0
Belvedere convertible	1,790	0	0	2,686	7	0
Savoy Suburban	1,915	0	0	2,773	17	0
Fury	1,890	0	0	2,791	7	0
PONTIAC						
Chieftain Catalina	1,980	0	0	2,971	7	0
Bonneville Custom	2,300	0	0	3,461	7	0
Super Chief Catalina	2,040	0	0	3,061	7	0
Star Chief Catalina	2,150	0	0	3,226	7	0
PORSCHE						
346A/1600 fixed head	1,330	0	0	1,996	7	0
Convertible D	1,330	0	0	1,996	7	0
Hardtop (detachable)	1,450	0	0	2,176	7	0
Cabriolet (detachable)	1,490	0	0	2,236	7	0
356A/1500 fixed head	2,100	0	0	3,151	7	0
Carrera hardtop	2,220	0	0	3,331	7	0
Carrera Cabriolet	2,260	0	0	3,391	7	0
PRINCESS						
IV	2,250	0	0	3,376	7	0
IV limousine	2,360	0	0	3,541	7	0
L.W.B. models	2,150	0	0	3,226	7	0
RAMBLER						
De luxe	1,250	0	0	1,876	7	0
Super	1,285	0	0	1,928	17	0
Estate car	1,375	0	0	2,063	17	0
Custom	1,350	0	0	2,026	7	0
Estate car	1,440	0	0	2,161	7	0

	£	s	d	£	s	d
RENAULT						
750	437	0	0	656	17	0
Dauphine	505	0	0	758	17	0
(Ferlec clutch)	530	10	0	797	2	0
Frégate de luxe	894	10	0	1,343	2	0
Transfluide	987	0	0	1,481	17	0
Domaine estate car	894	10	0	1,343	2	0
RILEY						
One-point-five	575	0	0	863	17	0
Two-point-six (automatic)	940	0	0	1,411	7	0
1,045	0	0	0	1,568	17	0
ROLLS-ROYCE						
Silver Cloud	3,795	0	0	5,693	17	0
Limousine	4,595	0	0	6,783	17	0
Freestone and Webb	5,282	0	0	7,924	7	0
Hooper	5,085	0	0	7,628	17	0
H. J. Mulliner	5,550	0	0	8,326	7	0
James Young	5,010	0	0	7,517	7	0
Silver Wraith	5,639	0	0	8,458	7	0
F. and W. limousine	5,752	0	0	8,629	7	0
7-passenger	5,495	0	0	8,243	17	0
Park Ward	5,805	0	0	8,708	17	0
7-passenger	5,625	0	0	8,438	17	0
H. J. Mulliner	5,580	0	0	8,371	7	0
Hooper limousine	5,805	0	0	8,708	17	0
7-passenger	5,805	0	0	8,708	17	0
James Young	5,680	0	0	8,521	7	0
ROVER						
60	883	0	0	1,325	17	0
75	963	0	0	1,445	17	0
90	999	0	0	1,499	17	0
105S	1,088	0	0	1,633	7	0
105R	1,124	0	0	1,687	7	0
105R de luxe	1,155	0	0	1,733	17	0
Land Rover II 88	640	0	0	640	0	0
Diesel	740	0	0	740	0	0
109in Basic	730	0	0	730	0	0
Diesel	820	0	0	820	0	0
107in estate car	815	0	0	1,223	17	0
SIMCA ARONDE						
Aronde 1300	532	0	0	799	7	0
Aronde Chatelaine	650	0	0	976	7	0
Elysée 1300	599	0	0	899	17	0
Montlhéry	625	0	0	938	17	0
Grande Large (Flash)	679	0	0	1,019	17	0
Grande Large (Special)	705	0	0	1,058	17	0
SIMCA VEDETTE						
Beaulieu	965	10	0	1,449	12	0
SINGER						
Gazelle	598	0	0	898	7	0
Convertible	665	0	0	998	17	0
Estate car	695	0	0	1,043	17	0
SKODA						
440	525	0	0	788	17	0
Estate car	695	0	0	1,043	17	0
450 convertible	725	0	0	1,088	17	0
STANDARD						
Eight	425	0	0	637	17	0
Super Ten	535	0	0	653	17	0
Pennant	485	0	0	728	17	0
Companion estate car	495	0	0	743	17	0
Ensign	590	0	0	899	17	0
Vanguard III	675	0	0	1,013	17	0
(automatic)	790	0	0	1,186	7	0
Estate car	765	0	0	1,148	7	0
Sportsman	820	0	0	1,231	7	0
STUDEBAKER						
Scotsman	1,130	0	0	1,696	7	0
Estate car	1,240	0	0	1,861	7	0
Commander	1,400	0	0	2,101	7	0
President	1,490	0	0	2,236	7	0
SUNBEAM						
Rapier	695	0	0	1,043	17	0
Convertible	735	0	0	1,103	17	0
TRIUMPH						
TR3	699	0	0	1,049	17	0
Hardtop	734	0	0	1,102	7	0
TURNER						
A.35 Sports	575	0	0	862	17	0
UNICAR						
Model T de luxe	283	0	0	425	17	0
Vauxhall						
Victor	498	0	0	748	7	0
Victor Super	520	0	0	781	7	0
Estate car	620	0	0	931	7	0
Velox III	655	0	0	983	17	0
Cresta II	715	0	0	1,073	17	0
VOLKSWAGEN						
Basic	435	0	0	653	17	0
De Luxe	505	0	0	758	17	0
Convertible	682	10	0	1,025	2	0
Karmann-Ghia coupé	822	10	0	1,235	2	0
Convertible	929	0	0	1,394	17	0
WOLSELEY						
500	530	0	0	796	7	0
fifteen-fifty	660	0	0	991	7	0
ix-sixty III	850	0	0	1,276	7	0
(automatic)	955	0	0	1,433	17	0

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1955 AUSTIN A.30 Countryman model, green, htr., radio, many extras, 19,000	£395	1951 HUMBER Pullman Mk. III 7-passenger Limousine, black, htr., radio, leather throughout	£1,045
1953 AUSTIN A.30 4-door saloon, black, htr. . .	£395	1955 M.G. Magnette saloon, grey, htr., 26,000 ..	£695
1951 AUSTIN A.40 Devon saloon, green, htr. . .	£375	1955 MORRIS Cowley saloon, green, htr., 22,000	£595
1956 AUSTIN A.40 van (with seats), green, 13,000	£385	1957 (November) NASH Metropolitan Hard Top coupe, cream/red, radio, etc., 5,000	£685
1955 AUSTIN A.50 Cambridge de luxe saloon, grey, htr., 25,000	£595	1955 RILEY 1½-litre saloon, black, htr.	£695
1958 AUSTIN A.55 Cambridge de luxe saloon, black, loose covers, 3,000 only	£835	1954 ROVER '60' saloon, black	£745
1955 Series FORD Anglia saloon, black, htr. . .	£450	1955 ROVER '90' saloon, grey	£825
1956 FORD Consul Mk. II saloon, ivory, htr., radio, loose covers, 16,000	£695	1958 Series SINGER Gazelle Series IIA sln., Burgundy/beige, htr., 9,000	£835
1955 FORD Consul saloon, black, htr., leather ..	£550	1954 STANDARD Vanguard saloon, black, htr.	£495
1956 FORD Prefect de luxe saloon, grey, htr., 8,000 only	£575	1951 SUNBEAM-TALBOT '90' Mk. II Saloon, bronze, heater	£425
1956 HILLMAN Husky Double Duty, blue, htr.	£475	1954 SUNBEAM-TALBOT '90' Mk. IIA saloon, blue, htr., radio, many extras	£595
1957 HILLMAN Husky Double Duty, grey/green, 13,000	£535	1956 SUNBEAM Mk. III saloon, green, htr., radio, overdrive, 19,000	£965
1955 HILLMAN Minx Mk. VIII Californian, black/red	£575	1957 Series SUNBEAM Rapier saloon, grey/red, htr., radio, 11,000	£835
1956 HILLMAN Minx Series I Convertible, blue, htr., 14,000	£695	1957 SUNBEAM Rapier saloon, duo blue, htr., 8,000	£895
1955 HILLMAN Minx Mk. VIII Estate Car, duo grey, htr.	£495	1958 SUNBEAM Rapier Mk. II Convertible grey/red, htr., overdrive	£995
1952 HUMBER Super Snipe Mk. III saloon, black, htr.	£295	1954 TRIUMPH 2-litre Renown saloon, black ..	£475
1954 HUMBER Hawk Mk. V saloon, grey, 24,000	£495	1954 VAUXHALL Velox saloon, grey, htr., 18,000	£485
1957 HUMBER Hawk Series I saloon, black, 7,000 only	£1,125	1957 Series VAUXHALL Velox saloon, grey, htr., radio, loose covers, 18,000	£745
		1957 VAUXHALL Victor Super saloon, fawn, htr., 7,000	£685

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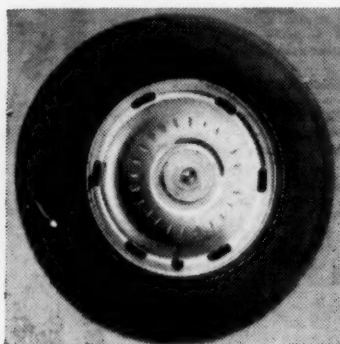
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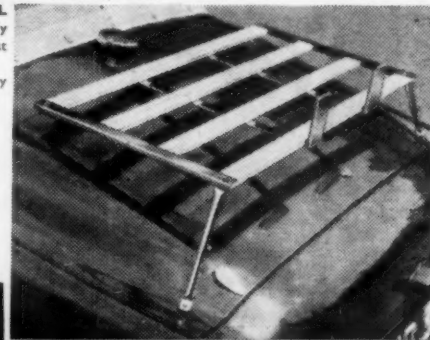
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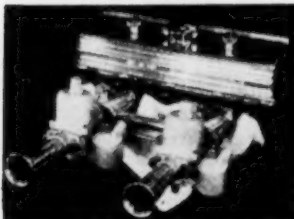


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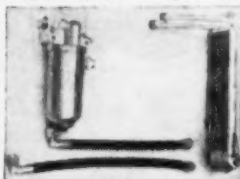
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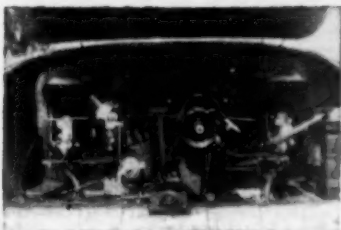
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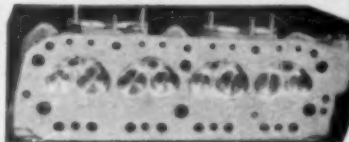
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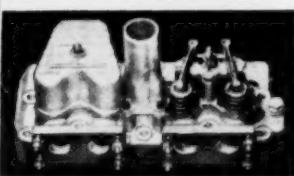
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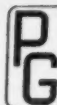
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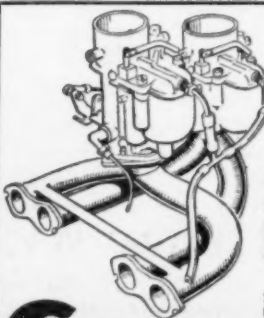
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RILEY Pathfinder saloons, 1954, choice of three, one in grey, one blue, one Racing green, from ... £645
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RILEY 11-litre R.M.E. series saloon, 1955, 17,100 miles, one elderly owner, perfect condition ... £775
RILEY 11-litre saloon, 1950 silver-grey with red hide, recellulosed and retired, beautiful order ... £495
RILEY 11-litre saloon, 1948, green/beige, radio ... £395
RILEY 11-litre saloon, 1947, radio and heater ... £365

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SUNBEAM-TALBOT convertible Mark II series, 1952, pastel blue, radio and heater, beautiful car ... £525
SUNBEAM-TALBOT 90 saloon, 1952, grey with red hide, 30,000 miles only, looks considerably less £495
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VAUXHALL Velox saloon, 1955, two tone grey, second set of tyres just fitted, faultless order ... £545
VAUXHALL Velox saloons, 1952, priced from £425
VAUXHALL Velox saloon, 1951, new engine '57 £385
VAUXHALL Wyvern saloon, 1951, recellulosed blue £395
VAUXHALL Wyvern saloon 1952, grey/red, radio £425
VAUXHALL Wyvern saloon, 1954, 1 careful owner £485

STANDARD Complete range of Standard models to suit all tastes and pockets.
STANDARD Vanguard Phase III saloon, 1956, black and ivory, usual extras, one local owner... £665
STANDARD Vanguard Phase II saloon, 1954, two tone grey, extensively overhauled, bills, etc. ... £485
STANDARD Vanguard saloon, 1952, blue/red £425
STANDARD Vanguard saloon, 1950, "mint" cond. £365
STANDARD 12 de luxe saloon, 1948, heater etc. £275

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JAGUAR Mark VII saloon, 1955, "M" type, Sherwood green, original and immaculate, moderate mileage £795
JAGUAR Mark VII saloon, 1954 Company Directors' car, black, radio and heater, beautiful order... £665
JAGUAR XK.140 fixed head coupe with overdrive 1956, one owner, ivory, usual extras, as new ... £1,175
JAGUAR XK.120 drophead 1954, Racing green, wire wheels, underseal, Roadspeed tyres, faultless... £765
JAGUAR Mark V saloon, 1951, grey, reconditioned engine Dec. 1957, 8,000 miles only, radio ... £435
JAGUAR convertible, 1949, 31-litre engine, beautiful 4/5-seater bodywork, enthusiast maintained ... £365
JAGUAR 31-litre saloon, 1948, discs and htr. £275
JAGUAR 14-litre saloon, 1947, special equipment. Racing green, brand new tyres and eng. overhaul. £345

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FORD Zephyr saloon, 1957, Mark II, grey/red £775
FORD Zephyr saloon, 1954, two tone grey, radio £495
FORD Zodiac saloon, 1954, black and ivory ... £495
FORD Consul Mark II saloon, 1956, radio, htr. £675
FORD Consul saloon, 1956, one owner since new £595
FORD Consul saloons, 1955, Mark I series, from £525
FORD Consul saloon, 1952, Lichfield green, rad. £445
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FORD Prefect saloon, 1948, exceptionally clean £275
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FORD Anglia saloon, 1940, fitted new tyres ... £135
FORD Pilot saloons, 1948/50, choice of 6, from £265

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MORRIS Oxford saloon, 1954, one owner, o.h.d. £495
MORRIS Oxford saloon, 1952, in 1957 cond. £425
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MORRIS Minor saloons, 2 and 4-door and convertibles, 1955-6, choice of eight models, priced from £495
MORRIS Minor convertible, 1952, specimen car, spotless bodywork, new vinyl hood, one owner £395
MORRIS 8 series "E" four-door saloon, 1948, green and black lovely little car, two owners ... £285
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MORRIS 10 series "M" saloons, 1951 specimen car £325

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DAIMLER Conquest saloon, 1954, grey/red ... £645
DAIMLER Consort saloon, 1952, very genuine and original car, 42,000 miles, two owners since new £545
DAIMLER Consort saloons, 1950-1, priced from £485
DAIMLER Empress saloon, 1951, Hooper razor-edge body, 21-litre twin carb engine with overdrive, special type radio, many other extras, faultless appearance, cost £4,521, fully guaranteed at ... £1,095
DAIMLER special sports coupe 1950, 21-litre twin carb engine, overdrive, Barker body, radio ... £645

HILLMAN Thirty Hillman models available at this advert goes to press.

HILLMAN series I convertible, 1957, 8,000 miles underseal, heater, spare unused, exactly as new £765
HILLMAN series I saloon, 1957, Sea-crest green £665
HILLMAN Californian, June 1956, black and ivory £645
HILLMAN Californian, Sept. 1955, black and yellow, beige hide, underseal, immaculate order ... £575
HILLMAN Minx convertible, 1955, beige, superb £565
HILLMAN Minx saloon, 1955, Summer blue, 1 owner £515

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ALVIS 14 h.p. sports saloon, 1950, maroon and grey, red hide, radio, maintained by Alvis, one owner ... £465
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BENTLEY 41-litre Park Ward sports saloon, 1938, recellulosed in black, superb mechanically ... £465
JOWETT Jupiter two-seater sports, fully overhauled with new crankshaft, bearings, etc., complete history available, bills for all work, as new ... £175
LANCHESTER 14 super de luxe saloon, 1951, definitely "as new" throughout, dark blue ... £575
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M.G. Magnette two-seater, not the latest model as above but a very fast pre-war 14-litre sports ... £165
M.G. T.B. Midget 1940, fitted fully reconditioned post-war T.C. engine, wire wheels ... £265
M.G. Midget, 1940, with special Tickford drophead bodywork, host of extras, smart two tone finish ... £295
M.G. 11-litre sports saloon, 1949, maroon/lawn £395
RENAULT 760 rear engine model, 1954 regn. £345
RENAULT Fregate overdrive saloon, 1955, black, grey trim, heater, wonderful performance, 1 own. £595
TRIUMPH T.R.3 sports 2/3-seater, 1956, in "ivory" red hide, radio and heater, sparkling condition ... £765
TRIUMPH Mayflower saloon, 1953, grey, superb £445
TRIUMPH 2000 roadster, 1949, pastel blue £395
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M.G. MAGNETTE 1955 (Aug.), royal tan, 1 own, small mileage, spl. cond., ...	£695
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WOLSELEY 4/44, 1954, black/tan leather, extras, loose covers	£540
WOLSELEY 4/44, 1956, grey, red leather, extras	£645
WOLSELEY 15/50, 1958 (May), grey, grey leather, mileage 3,200	£935
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- 1956 (Sept.) FORD Zephyr Phase II Saloon in two-tone maroon and ivory with upholders to match. Originally supplied by us to famous M.P. Has been maintained regardless of cost. Fitted with many extras including overdrive, Continental touring kit, heater, etc. Taxed year. Mileage 17,000. Strongly recommended. 740
- 1956 M.G. Magette in plain green with dark green leather upholds. Low mileage. Magnificent condition. Fitted heater and twin spot lamps. Taxed year. 749
- 1957 (August) AUSTIN Metropolitan Hardtop in two-tone primrose and ivory. One careful owner since new. Mileage 10,000. Fitted radio, heater, wing mirrors. Unrepeatable offer at the price. 629
- 1956 (November) FORD Consul Phase II Saloon in black with two-tone red and cream upholstery. Mileage 13,000. Coachwork and interior unmarked. Heater. 609
- 1955 TRIUMPH TR2 Hardtop in polychromatic blue with beige interior. A really superb example fitted with many extras including radio, htr. Leopard skin seat covers, twin spot lamps, etc. 629
- 1956 HILLMAN Gay Look Minx in two-tone beige and primrose with red leather upholds. Mileage 16,000. We possibly offer this car as the smartest of its kind on offer anywhere today. Fitted heater and wing mirrors. 569
- 1956 AUSTIN A40 Countryman in Windsor grey with brown interior. Mileage 2,000. Has been very carefully driven and maintained since new. Fitted radio and heater. Superb all-purpose vehicle. 529
- 1952 SUNBEAM Talbot 90 Saloon in metallic blue with beige upholds. Only one owner since new. Possesses the usual stumpy performance associated with this model. Fitted radio and heater. Taxed year. 479
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- FORD Anglia de luxe, heater, Kenilworth blue.
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- FORD Prefect, heater, Durban beige.
- HILLMAN Minx coupe, thistle grey, blackhead.
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- 1952 JAGUAR Mark VII, black/red, Blenheim 3, low mileage. £525
- 1957 (November) JAGUAR Mark VIII, automatic, Cornish grey/must grey, 5,000 miles, radio. £1,095
- 1956 HILLMAN Minx SA, black/tawn, radio, heater, 17,000 miles. £595
- 1955 HUNTER Hawk, Corinth blue, overdrive, heater, radio, autrod, screen washer, white walls. £675
- 1956 ROVER 30, drive grey/red bucket seat, overdrive, radio, heater, moderate mileage. £1,095

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AUCTION NEWS

Issued by Southern Counties Car Auctions Ltd., and Auto Auctions Ltd. Head Office: 7 Downing Street, Farnham, Surrey. Telephone: 5258/9.

AUGUST 1958

Around the Auction Grounds

No. 1. CHICHESTER

MONDAY'S AUCTION SETS THE PACE!

First Southern Counties' sale each week starts at 12 noon every Monday at Chichester in W. Sussex. It attracts buyers and sellers from all over Sussex and Hampshire, including Brighton, Portsmouth and Southampton. The fact that it is within easy reach of many South-coast resorts also enables clients to combine business with pleasure by attending the Chichester sale after a weekend by the sea!

600 Auctions Since 1946

Starting in 1946, following the success of the first sales at Farnborough, Chichester was the second of Southern Counties five Auction grounds to be opened. By the end of last month, no fewer than 600 auctions had been held there. It is located on the Chichester By-Pass (A.27) at the Redskin Roundabout, which takes its name from the Redskin Caravan Company there.

FOUR OTHER REGULAR WEEKLY AUCTIONS

In addition to the Chichester Auction, Southern Counties Car Auctions and Auto Auctions Ltd., also operate these other sales every week:

TUNBRIDGE WELLS • TUESDAYS • Agricultural Show Ground, Bridge Road. Tunbridge Wells 1832/3

FARNBOROUGH • WEDNESDAYS • Frimley Bridges, Hants. Camberley 23151/2

ALEXANDRA PALACE • THURSDAYS • London, N.22. Tudor 5675

BIRMINGHAM • THURSDAYS • Racecourse, Bromford Bridge, Birmingham 34. East 0336

All sales start at 12 noon and entries can be accepted up to that time. Entry fee is 10/- per vehicle and you can fix your own reserve price. No sale—no commission. Commission, if sold, is 5%, with a minimum of £5 and a maximum of £15.

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1955 AUSTIN A 30 Saloon	£695	0	0
Dep. £20 and 36 monthly hiring rentals	£17	12	0
1954 SUNBEAM TALBOT 90	£675	0	0
Dep. £20 and 36 monthly hiring rentals	£24	0	0
1954 VAUXHALL Velox	£695	0	0
Dep. £20 and 36 monthly hiring rentals	£17	12	0
1956 LIA FRANCH Saloon	£350	0	0
Dep. £20 and 36 monthly hiring rentals	£12	0	0
1955 LANCHESTER 10 Saloon	£375	0	0
Dep. £20 and 36 monthly hiring rentals	£13	0	0
1957 STANDARD 8 Saloon	£350	0	0
Dep. £20 and 36 monthly hiring rentals	£8	17	9
1957 RILEY 11-12 Saloon	£375	0	0
Dep. £20 and 36 monthly hiring rentals	£13	0	0

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1957 AUSTIN A30 2-door de Luxe saloon	£685
1957 AUSTIN A30 Sunbeam saloon	£595
1957 (Imp.) FORD Zodiac saloon	£750
1958 (Imp.) FORD Zephyr convertible, 21,000 miles, many extras, immaculate	£835
1958 FORD Anglia de Luxe saloon	£555
1957 FORD Anglia de Luxe saloon	£515
1957 FORD Consul saloon	£655
1958 MORRIS Oxford saloon	£525
1958 STANDARD Rudge saloon	£785

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FORD Anglia, black	£571	17	0
HILLMAN Minx de Luxe, Aubrique	£794	17	0
M.G. A, coupe, white	£1,087	17	0
M.G. MAGNETTE Vantage	£1,111	17	0
STANDARD Vanguard, grey-green	£738	17	0
STANDARD Vanguard, green, heater	£819	17	0
STANDARD Vanguard de Luxe, blue	£1,015	17	0

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1958 AUSTIN A30 de Luxe, black, one owner, rounded mileage 19,540	£720	0	0
1957 FORD Anglia de Luxe, blue, best of extra, immaculate, heater, radio, etc.	£545	0	0
1956 FORD Zephyr Mk. II, overdrive, heater, extra, etc., ivory	£745	0	0
1955 M.G. Magnette, twilight grey, 37,000 miles	£685	0	0
1955 ROVER 90, two tone, beige, black, wood extra, maintained immaculately, one owner	£905	0	0
1951 M.G.T.P. Sports 16, ivory, 20,000 miles only, one lady owner, new front chrome luggage rack, etc.	£505	0	0

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1957 AUSTIN A30 de Luxe, btr. (tweed) grey red, 11,000 m.	£745
1957 METROPOLITAN h-top, red, btr., etc. small mps.	£645
1953 VANGUARD Estate 4-door, gun-metal	£485
1955 MORRIS Minor saloon, etc. order, btr.	£475
1955 Model ZEPHYR Convertible, power head, black/red uph., many extras	£595

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SUNBEAM Super 8-type Mk. IV saloon, 1955 series, chart, lawn, heater. This car represents exceptional value at	£625
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HILLMAN Minx Series 1, 1957, two-grey, heater, low mileage.	£875
HILLMAN Humber, 1958 (current series), pearl grey-green, heater, 5,000 miles only. Equal to new.	£875
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1958 Model HILLMAN Minx Mark II, black	£645
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1957 STANDARD 8, green, 1 owner	£495
1955 AUSTIN A 90, green, choice of 2 from	£535

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1958 ASTON MARTIN 3-litre DB Mark III saloon.	1956 MERCEDES-BENZ 220 saloon.
2,786 miles.	1958 MERCEDES-BENZ 190 "SL" Convertible.
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USED CARS SELECTION

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1955 STANDARD 10 de luxe saloon, grey, red leather, front/rear 17,000 from new, taxed year	£465
1953 (July) RILEY 2½-litre R.M.E. saloon, one owner from new, chauffeur driven, impeccable order, leather	£595
1958 TRIUMPH Mayflower de luxe saloon, comet blue with real blue leather, superb order, taxed year	£420
1958 CITROEN Big 6 saloon, the car has only done 20,000 miles from new and is in absolutely faultless order, the coachwork is original and is unscratched. For the person looking for a Big 6 this definitely is the one	£395
1952 JAGUAR Mk. II saloon, grey, red interior, fitted replacement engine 1957, a very clean car, heater, etc.	£495
1952 SUNBEAM-TALBOT saloon, a really exceptionally well-served car, reconditioned engine 1957, heater, taxed year	£465
1951 JAGUAR XK100 2-seater Roadster, this is one of the fastest X.K.s you have had for many a day, the body is very good, not been crashed or ripped, practically new tyres, radio, tomcocks, working indicators, far above average	£495
1951 JOWETT Javelin de luxe saloon, fitted reconditioned works engine, only done 4,000 miles, bodywork and interior spotless, all new tyres	£375
1950 RILEY 2½-litre D.H. coupe fourseater, exceptionally fine condition	£495
1950 LAND ROVER, very good, only used on roads	£150
1949 VANGUARD Kaitake car, reconditioned engine, very clean, taxed	£245
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ROVER 90 saloon, parchment and fawn, special stone upholstery, bucket seats	£1,540 7
ROVER 90 saloon, duo smoke/dove grey, red upholstery, fitted overdrive	£1,582 7
ROVER 105P, duo parchment and fawn, tan upholstery	£1,648 7
ROVER 105B, duo blue/grey, red upholstery	£1,648 7
ROVER 102B, duo smoke grey/dove grey, red upholstery	£1,648 7
ROVER 105B, de luxe, duo smoke grey/black, red upholstery	£1,748 17

Used Car Selection

1958 ROVER 105B, smoke grey with grey upholstery, chromium waist line, 6,000 miles	£1,550 0
1958 ROVER 105B de luxe, black with red upholstery, chromium waist line, whitewall tyres	£1,425 0
1956 ROVER 30 saloon, fitted with overdrive, blue with blue upholstery, one careful owner	£1,125 0
1955 ROVER 30 saloon, black with tan upholstery, H.M.V. radio, Ace Rimballers	£1,050 0
1955 ROVER 30 saloon, black with red upholstery, one careful owner. Recommended	£950 0
1955 ROVER 30 saloon, black with red upholstery, one careful owner	£945 0

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USED CARS

1952 AUSTIN, A40 Somerset, blue, very good condition	£395
1956 FORD Squire, one owner, green, 22,000 miles	£499
1950 HILLMAN Minx in mint condition	£355
1948 AUSTIN 16, sliding roof, blk.	£245
1957 MORRIS Cowley, grey, 15,000 miles	£645
1949 ROVER 12, grey, in superb condition for year	£365

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Autocar

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PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Monday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE & WANTED — SPARES & SERVICE

GATEHOUSE offer:—

1949 A.C. dark green; £450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

E.L.M. AUTOSALES offer:—

1950 A.C. 2-litre sports saloon, grey, red hide, heater, low mileage; a rare one owner car in mint condition; £495.—66-68, Hartfield Rd., Wimbeldon, S.W.19. Cherrywood 1615. [C2067]

F. FLETCHER & Co., Ltd., offer:—

1953 2-litre saloon, black with red leather upholstery, heater, spot lights, wing mirrors, etc.; reconditioned engine just fitted, excellent condition; £565. [C1046]

1951 2-litre saloon, black with red leather upholstery, spot lights, wing mirrors, engine recently overhauled, excellent condition; £455.

1950 2-litre saloon, grey with blue leather upholstery, heater, spot lights, excellent condition; £425; part exchanges, h.p. terms.

SHOWROOMS: 69, Beckenham Rd., Beckenham, Kent. Beckenham 7744. [5932]

CHIPSTEAD MOTORS, Ltd., offer:—

ACECA hardtop, late 1956, white, Alfin brakes, radio, heater, pass lamps, screen washers, special wheels with three-prong hub caps, laminated steering wheel, etc., specimen car; £1,595.—142, Holland Park Ave., W.11. Park 3445-6.

XXX 1950 A.C. 2-litre saloon, 2 pass lights, one owner, finished in black with red interior; £395; written guarantee; terms, exchanges.—H. F. Edwards, 26/54, Upper High St., Epsom. Tel. 5611. [C2001]

1949 2-litre, repainted blue at works, grey upholstery, excellent condition, radio, 3 new tyres this year, battery renewed last year; £400 o.n.o.—Mal. 0272. [6012]

1946 A.C. drop head fourseater coupe, perfect mechanical condition, replacement engine 5 months ago, excellent tyres; owner gone abroad; bargain, £295 o.n.o.—Tel. Canonbury 2550, 10 a.m. to 4 p.m. [5650]

A.C. Ace (April 1955), fastidiously maintained since new, laid up each winter, never raced, absolutely unmarked throughout, no expense has been spared in keeping this car in 100% condition; terms and exchanges.—Moon's Vic. 5225. [5837]

A.C. Cars Wanted

PRIVATE buyer seeks Aceca.—Offers to Sawell, 4, Ludgate Circus, E.C.4. Tel. Fleet Street 4355. [C164]

ROWLAND SMITH'S the A.C. buyers: highest cash prices.—Hampstead High St., N.W.5. Ham. 6041. [W4018/R]

GOOD A.C. required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London N.6. Mountview 4444. [W2021]

A.C. Spares and Service

A.C. Sales, Service and Repairs—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1. Sloane 8326. [83075]

FOIT good used A.C. saloons and Bucklands, special used repairs and spares, contact—Fletcher & Co., 52, Beckenham Rd., Beckenham, Kent. Beckenham 7744. [0596/R]

ALFA-ROMEO

CONNAUGHT ENGINEERING offer:—

Ti 1900 super saloon, 1955 model, light grey with dark grey cloth upholstery, Michelin X types; £1,200. [C1152]

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey, Ripley 3122. [C1152]

KDM & CHERINGTON, Ltd., offer:—

1957 Alfa-Romeo 1900 super saloon, dark blue, grey interior, radio, 8,000 miles; £1,575.—6 Albemarle St., W.1. Grosvenor 5551. [C2054]

1957 Alfa-Romeo Giulietta sprint coupe, nominal mileage, one owner, Alfa red, immaculate. Alfa-Romeo Giulietta sprint Veloce, full 4-seater, Alfa red, small mileage, immaculate.

COUNTY CARS, Ltd., 50, Oldham Rd., New Cross, Manchester, 4. Central 9257. [C1152]

SALES & WANTS

Turn to Page 87 for Advertisement Form

INDEX

	PAGE
Ambulances	76
Auctions, Tenders, Appointments, etc.	85
Automobiles	83
Ball Bearings	82
Binoculars	82
Books, etc.	85
Brakes, Cables, etc.	85
Business and Property	85
Caravan Section	76
Car Badges	82
Carburetors, Economisers	85
Car Carpets	85
Car Covers	85
Car Radio	82
Cars for Hire	85
Chromium Plating	85
Clocks	85
Coachbuilders and Bodies	85
Commercial Vehicles	85
Contact Lenses	85
Conversion Units	85
Cylinder Blocks	85
Cylinder Grinding, etc.	85
Electrical Equipment	85
Engines and Accessories	85
Finance	85
Garage Equipment	85
Gear and Steering Boxes	85
Glass Fibre	85
Hoods, Screens, Cellulose, etc.	85
Hotels, etc.	85
Independent Suspensions	84
Insurance	84
Loose Covers	84
Luggage Bets	85
Miscellaneous	84
Mobile Shops and Canteens	76
Motor Heaters	76
Motor Scooters	76
Motor Transport Journal	76
New Cars	77
Packing and Shipping	85
Parts and Accessories	84
Patents, Experimental Work	85
Radiators, Muffs, Blinds, etc.	84
Refrigerators, Welding, etc.	84
Roof and Rear Luggage Racks	84
Safety Glass	84
Second-hand Cars for Sale, Wanted and Spares and Service	47-76
Seats, etc.	84
Shock Absorbers	84
Silencers	85
Situations Vacant	85
Situations Wanted	85
Speedometers	85
Springs	85
Superchargers	85
Taxicabs	76
Three-wheelers Wanted	76
Tiretters	76
Tuition	85
Tyres and Tubes	85
Under-Car Coatings	85
Wheels, Discs, Trims, etc.	85
Windscreens	85

ALFA-ROMEO

J. H. BARTLETT—Alfa-Romeo Giulietta Sprint drop head 2-seater, low mileage, almost as new; £1,500.—27, Pembroke Villas, W.11. Baywater 0553. [C1013]

MAIN agents, George Hoyte (Sports Cars), Ltd., Wheatheaf Garage, Mollington, Chester; demonstrations, sales, service.—Tel. Great Mollington 351-4-5. [C1172]

1956 late, Alfa-Romeo 1900 Super, one owner, 20,000 miles, quite as new, perfect history; £1,465.

WORKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. [C4057]

Alfa-Romeo Spares and Service THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Croydon 2448 9. [0214/R]

ALLARD

PERFORMANCE CARS (Ealing 8841) unique selection (196 cars) on page 1. [C3041]

ALLARD 1952 4-seater sports tourer, immaculate condition, bargain; £515; h.p. terms arranged.—Willem 4548. [C1184]

Dcountless extras, beautifully kept; £245; terms.—Richards & Carr, Ltd., 35, Kilmerton St., N.W.1. Belgavia 5711. [C3045]

1955 Allard 1948 sports 4-seater, excellent condition, terms, exchanges, list, open 3-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1957 (June) Allard Palmbeach, O type Jaguar engine, overdrive, all extras, red, 6,000 miles, 214 cwt, magnificent car; price for export £975, home £1,390.—Short 13, Royal Terrace, Southend-on-Sea. [4974]

ALLARD Cars Wanted ROWLAND SMITH'S the Allard buyers: highest cash prices.—Hampstead High St., N.W.5. Ham. 6041. [W4018/R]

ALLARD'S MOTORS (Allard main distributors) buy or exchange Allard cars.—5, Kenwick Rd., S.W.1. Vandyke 1135. [0146/R]

ALVIS

GATEHOUSE offer:—

1951 -52 conversion 3-litre Alvis saloons, choice of 2 from £525.

CHOICE of 4 TA14 saloons from £450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

ERIC HAYES Ltd., offer:—

1951 Alvis 3-litre saloon, 1952 modifications, finished in black with tan upholstery, most elegant car; £525.—13, Bishop Bridge Rd., W.2. Ambassador 8266. [C2033]

WILLIAM GORDON CARS offer:—

1950 Alvis 1.4hp 4-door sports saloon, finished in two-tone, black and grey with red leather throughout, fitted heater, etc., a connoisseur's car which has been carefully used by an elderly gentleman, rarely offered for sale in such condition; £450, terms and exchanges with pleasure.—Sovereign Road Garage, Earlston, Coventry. Tel. 75377-68348. [C2102]

BROOKLANDS OF BOND STREET.

SOLE London distributors.

FOR particulars of the new Alvis 3-litre by Park Ward.

103 New Bond St., London, W.1. Mayfair 8551. [C1029]

CHIPSTEAD MOTORS, Ltd., offer:—

TA 14hp 1940 sports saloon, exceptional condition, black with brown leather, extras; £445.

TA14 (June, 1950), one meticulous owner since new, maroon with fawn leather, fitted heater, pass lamps, chrome horns, etc., specimen car; £495.

GREY LADY drop head coupe, late property of a titled owner, finished in blue with light grey leather and bond, fitted every conceivable extra; £375; available shortly.

GREY LADY, very low mileage, absolutely immaculate, many extras, really beautifully car.

4.3 1959 Vanden Plas short chassis sports 4-seater, red and black, believed only 6 in existence; £475.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS
MOTORS offer director's own

CAT 1953 special sports roadster; this car cost £2,500 new, featured in films, ads., etc., and absolutely graining with £200 of extras; a good home urgently wanted; £675.—56, Warren St., W.1. Euston 1926. (C1138)

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. (C5041)

1954 Alvis TC21/100, radio and heater; £795.—Richard France, Ltd., 245, High Rd., Tottenham 0353. (C2118)

CASS'S MOTOR MART—Alvis 1952 series 3-litre sports saloon, black, immaculate condition; £555.—5, Warren St., W.1. Eus. 4110, 5523. (C1040)

1949 TA14 drop head, black, red hood, heater, screen washers, 3 new tyres, good order; £325.—Campbell, 19, Tollcross Rd., Glasgow. (6121)

1952 3-litre saloon, royal blue, 31,000 miles, H.C. head, twin S.U.s, seat and door covers, plastic headlining, recarpeted, extremely good condition; £500, spot-on condition throughout; £500; terms, exchanges considered.—Corner Garage, Gorton St., Blackpool. Tel. 26838. (C2083)

ROSE & YOUNG, Ltd. offer 1952 (October) Alvis 3-litre saloon, two owners, fitted H.M.V. radio, immaculate condition; £525.—65-69, Sternhold Ave., Streatham Hill S.W.2 (1 min. Streatham Hill Station.) Tulsa Hill 6464. (C5057)

1952 (June) TC21 saloon, in dual black and silver, many Grey Lady modifications to engine and axle, and formerly the property of large tyre manufacturers, spot-on condition throughout; £500; terms, exchanges considered.—Corner Garage, Gorton St., Blackpool. Tel. 26838. (C2083)

1952 Alvis 3-litre sports saloon, fitted h.c. head, radio, heater, history available, passed by Alvis, Ltd., April this year, just completed 1,500 miles road test, oil consumption 1,000 miles per pint, black with red leather interior, whole car in extremely good condition; £525. h.p.—Radcock Garage, Ltd., Hampton Court Rd., Hampton Court. Kin. 3446 & 0588. (5946)

Alvis Cars Wanted
R cash prices.—Hamstead High St., R.W.3. Ham. 6041. (W4018/R)

1935-6 Firebird, shooting brake preferred, body-work reasonable.—72, Rugby Rd., Binley, Coventry. (5674)

GOOD Alvis required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. (W2000)

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview 4444. (W2021)

GREY Lady, low mileage, TC21/100.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445 6. (W1046)

Alvis Spares and Service
Service and spares for Alvis cars

J. JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11. Speedweh 6762. (0094/R)

MANCHESTER—Alvis repairers and spares; main agents, J. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2574-5. (0653/R)

LANCASHIRE specialised sales, repair and spare parts service; large stocks available.—Parkers, Ltd., Deansgate, Manchester, and Bradshawgate, Bolton. (0367)

AMERICAN CARS

SCOTT CARS offer:—
NEW unregistered 1958 Ford Fairlane 500, right hand drive, Fordomatic transmission, radio, heater, list price; part exchange welcomed.

SEE our advertisement under Buick, Cadillac, Chevrolet, Chrysler, American Ford, Oldsmobile, Plymouth, Studebaker.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

DESBOROUGH PARK AUTOS offer:—
1951 Nash Ambassador saloon; £350.

1950 Buick Super Riviera; £550.

1948 Plymouth de luxe, right-hand drive, every extra; £265.

1948 Chrysler Town and Country saloon, every extra; £250.—Oxford 75361. (C2129)

SIMPSON'S MOTORS (WEMBLEY) Ltd.
FIRST in American cars; £300-£6,000.

NEW and used—early and immediate delivery.

1958 new, unregistered Chrysler Crown Imperial, Southampton convertible, all power equipment.

1958 new, unregistered Pontiac Bonneville sports coupe, all power equipment.

1958 new, unregistered Plymouth Belvedere, r.h.d., automatic, power brakes, all extras.

1958 new, unregistered Ford Fairlane 500, r.h.d., automatic, r. & h., all extras.

1956 Oldsmobile Super 88, Hydramatic, power brakes, steering, seats, windows, r. & h., choice 2.

1955 r.h.d. Ford Customline, automatic, r. & h., black and white; choice 2.

1954 Buick special convertible, dynamo, radio and heater, all extras.

1953 Buick 4-door sedan, radio, heater, all extras.

1952 Dodge Coronet, fluid drive, 2-door saloon, r. & h., all extras.

1951 Buick Super Dynamo, Riviera hard top, r. & h., all extras.

ENGLISH, American and continental cars taken in part exchange, terms, insurance and tax facilities.

345—355, High Rd., Wembley, Middx. Wem. 3903/8691-4422; 9 a.m.-7.30 p.m. (C4015)

PONTIAC 1954 Range Wagon, automatic, all extras, 26,000 miles.—Acorn 7660. (C4113/1)

1953 Studebaker Champion, Farina bodied, many extras including overdrive, this car is a specimen; at £775.

WEST STREET MOTORS (LONDON) Ltd., 66, W. London Rd., Tooting Junction, S.W.17. Miteham 8261. (C4097)

AMERICAN CARS

JOE THOMPSON (MOTORS), Ltd. offer:—

IMMEDIATE delivery new Plymouth and Chrysler cars.

IMMEDIATE delivery new Ford Fairlaines.

1956 Chevrolet Bel Air, 2-tone; £1,275.

1955 Chevrolet station wagon; £1,250.

STUDEBAKER Golden Hawk, an exceptional car at £1,750; also Studebaker Power Hawk, £1,450.

91—95, Fulham Rd., South Kensington, S.W.3. KENSINGTON 4658-9. (C4028)

BARNEHURST GARAGE, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Bex. 725 and Bex. 9159.

NEW Ford Fairlane Town Victoria, list price.

NEW Ford Fairlane Town Sedan, choice of colours, list price.

NEW Ford Thunderbird, list price.

NEW Ford 9-passenger Country Sedan station wagon, list price.

LINCOLN Continental Mark II, late property of L. Royalty, finished in pale blue and royal blue, fitted every conceivable extra, cost new, £7,000; our price, £4,500.

1954 Chevrolet, green and ivory l.h.d.; £695.

1958 Ford Fairlane Town Sedan, 1,000 miles only; £2,100.

1957 Ford Fairlane Town Victoria, small mileage; £1,795.

1953 Cadillac Coupé De Ville, finished in blue and silver, small mileage, fitted every extra; £1,295.

T. SULLIVAN CAR SALES, agents for American and Canadian Ford products—Acorn 7660. (C4113)

1957 Fairlane Town sedan, R.H.D., very attractive, red and white; £1,700.—Stephens, 115, Church Rd., Norwood, S.E.19. Liv. 2265. (5902)

!!! Ranchwagon Nash Rambler estate, reg. 1954, r.h.d., radio and heater, seat works into double beds, absolutely immaculate, recorded mileage 15,400; £685.

!!! Ranchwagon 1955 Plymouth, 2-tone paint, exceptional condition, speedo only records 43,000 miles.—Euston 7689. Pedigree Estate Cars, 340, Euston Rd., N.W.1. (C3095)

1958 new Rambler Ambassador 4-door custom interior, automatic transmission, radio and heater, etc.; list price.—Below

NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558. (T9060)

LEX GARAGES, Ltd., and British & Colonial Motors, Ltd., combine to offer the finest selection of new and used American cars in the United Kingdom.

NEW Chevrolet Bel-Air 4-door R.H.D. Sedan, radio, heater, underseal (choice of several); £2,279.

NEW Oldsmobile Super 88 4-dr. holiday Sedan, every conceivable extra; £2,545.

NEW Chevrolet Bel-Air Impala convertible, automatic, many extras; £2,860.

1958 series Edsel Pacer 4-door pillarless saloon, every extra; 300 miles; £2,495.

1957 Oldsmobile Super 88 holiday Sedan, every conceivable extra; £2,395.

1957 Chevrolet R.H.D. Bel-Air 4-door sports sedan, radio, heater; £1,495.

1956 Oldsmobile Super 88 convertible, hydromatic, powerbrakes, power steering; £1,795.

1956 Oldsmobile Super 88 Sedan, every extra; £1,495.

1956 Oldsmobile Super 88 coupe, automatic, every conceivable extra; £1,750.

1956 Ford Customline R.H.D. 4-door saloon, Fordomatic; £1,415.

1956 Ford Customline R.H.D. 4-door saloon, Fordomatic, radio, heater; £1,095.

1954 Chevrolet 10 4-door Sedan, R.H.D. 6-cyl., radio, heater, 25,000 miles; £965.

1953 Chevrolet 210 4-door Sedan, R.H.D. 6-cyl., Motorola radio, heater; £650.

OVER 50 new and used American cars available for inspection in London's West End, off street parking available, any car, British and American, accepted in part exchange, demonstrations gladly given.

LEX GARAGES, Ltd., Lexington St., W.1. (diarrad 8600).

BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, London, W.C.2 (Temple Bar 3568). (C1027)

LINCOLN STREET MOTORS (B'HAM) Ltd., The Midlands leading motor agents, sole agents for the Midlands area for the American and Canadian Fords, for immediate delivery, the full range of 1958 Fairlaines r.h.d., choice of colours.

1958 Thunderbird, hard top.

1958 Thunderbird convertible.

1958 Skyliner retractable hard top.

1956 Cadillac Sedan De Ville, July, equipped with automatic transmission, power steering, brakes, windows, etc., self seeking town and country radio, 20,000 miles only, a magnificent example; £2,695.

1956 Studebaker Champion, r.h.d., radio, heater, etc., low mileage, most beautifully maintained; £1,295.

1955 Ford Customline, r.h.d., automatic transmission, r.h.d., etc., 2-tone finished, 21,000 miles only, in outstanding condition; £1,095.

1954 Buick Special, automatic transmission, low mileage, in magnificent condition; £1,195.

ALL the above and many more to choose from: Terms and exchanges our speciality; demonstrations without obligation anywhere arranged, open 9 till 8, Sundays 10 till 2.—1, Lincoln Street, Motors (B'ham) Ltd., 1a, Lincoln St., Balsall Heath, Tel. Calthorpe 3751-2-3. (T9068)

£369!!!—Give away price! Lincoln post-war Club coupe, costing nearly £5,000 when new, recently overhauled, included reconditioned engine costing £250, whole vehicle wonderful value, electric windows, heater, demister, radio etc.

LAMBS OF WOOD GREEN, (Established 1897)—100 cars; 3 months' written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. (C2052)

AMERICAN CARS

HUDSON Rambler de luxe, Farina saloon, r.h.d., first regd April '56 (1955 model), 20,000 miles, 50mpg, overdrive, radio, heater, fold-flat seats, a beautiful car, immaculate; £895, h.p. terms available.—Hindhead Motor Works, Hindhead, Surrey. (5278)

1957 Nash Rambler V8, finished in maroon, low mileage, automatic transmission, power steering and brakes, air conditioning, radio, heater, cigarette lighter, seat covers, reversing lights, reclining bed seats, continental tyre melt, only Rambler of its kind in the country. (W5093)

NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558. (5620)

LINCOLN Continental convertible Mark III, one month old, 600 miles only and the only one in England, the last word in luxury motoring, finished in Sunset with interior to match, fully equipped with every conceivable extra, unrepeatable opportunity to acquire this obviously brand new car—Lincoln Street Motors (B'ham) Ltd., 1a, Lincoln St., Balsall Heath, Tel. Calthorpe 3751-2-3. (6022)

American Cars Wanted

WANTED 1956/7 Ford Fairlane.

GB MOTORS, Ltd., 199/201, Brighton Rd., South Croydon, Cro. 2652/3. (0571/R)

LEX—Sole distributors in the U.K. for Oldsmobile require good used American cars of all makes.

LEX GARAGES, Ltd., 2, Lexington St., Piccadilly, W.1. Gerrard 8600. (0402/R)

!!! Ranchwagons wanted, cash or exchange.—Euston 7689. Pedigree Estate Cars, 340, Euston Rd., N.W.1. (W5093)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—77, St. Martin's Lane, W.C.2. Temple Bar 3568. (W1027)

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, the Armstrong Siddeley people, offer miscellaneous selection of used Armstrong Siddeley Sapphires.

A specialist mechanics and are covered by our 4 months' guarantee.

1954 Armstrong Sapphire saloon, preselector, duo grey with black interior; £825.

1955 Armstrong Sapphire saloon, synchromesh, black with beige interior; £825.

1956 model Armstrong Sapphire saloon, automatic, power-operated steering, one owner, blue and grey with blue interior; £965.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1061. (C3039)

SCOTT CARS offer:—

1954-5 Armstrong Sapphire, radio, heater, really outstanding condition; £675.

1948 Armstrong Hurricane drop head, excellent condition; £275.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

FRANCIS MOTORS offer:—

NEW Armstrong Siddeley 336, automatic transmission, also new and unregistered Armstrong Siddeley 346 synchromesh saloon, black and pearl grey with beige upholstery.—Francis Motors, Ltd., 393, Humberstone Rd., Leicester 66304. (C2131)

ZENITH MOTOR Co., Ltd. offer:—

ARMSTRONG Sapphire 1956 L.W.B. 7-passenger limousine with partition, automatic transmission, "electric windows" adjustable ride control, H.M.V. radio a privately owned vehicle which has been superbly maintained, and is fully guaranteed; £1,665.—591, Commercial Rd., London, E.1. Tel. Stepmay 01851 (20 lines). (4798)

B. J. HUNTER, Ltd., Austin agents, offer:—

1955 Armstrong Sapphire saloon, automatic, one owner, 15,000 miles only; £650.

B. J. HUNTER, Ltd., 22, Criklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

CHARLES POLLETT, Ltd., officially appointed Armstrong-Siddeley retailers.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 9356. (C2010)

DISPATCH MOTORS, Ltd., Ford distributors, offer:—

1955 Armstrong Siddeley Sapphire automatic, grey, radio, heater, etc.; £845.—Borough High St., S.E.1. Wat. 5991. (C1184)

1935 Armstrong Siddeley; £40 o.n.o.—4, Cavendish Rd., N.4. (5770)

1955 Sapphire 336, black, preselector, one owner, 22736 miles; £750.—Campbell Symonds, Wembley 6262. (C1037)

SEVEN-PASSENGER 18hp and Sapphire L.W.B. limousines; see our detailed descriptions under limousines.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker St. station). Welbeck 1124. (C1103)

1949 Armstrong fourseater coupe, guaranteed; £210. Was. 6651. (C5029)

1949 Armstrong Lancaster, grey and black; £265.—Pulley of Coombe, Kingston By-Pass, S.W.20. Malden 3666-7. (C2113)

1954 Armstrong Sapphire, dual green, synchromesh gear box, radio, heater, etc., exceptionally well maintained, very good history; £595.

JACKSON, Ltd., 228, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. (C2034)

1955 Sapphire automatic, duo tone black/beige, fitted radio, heater, genuine 20,000 miles only, this car is in superb condition, any trial; £865.

WEST STREET MOTORS (LONDON) Ltd., 66, W. London Rd., Tooting Junction, S.W.17. Miteham 8261. (C4097)

USEFUL CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES.
ARMSTRONG SIDDELEY specialists for new or used Armstrong Siddeley sales and service.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1951 Armstrong Hurricane coupe, blue with blue interior, reconditioned engine; £565.—Windsors, Ltd., The Hyde, Hendon. Colindale 4051. [C4118]

1954 Armstrong Siddeley Sapphire, moderate mileage, green, chauffeur maintained, immaculate condition; best offers.—Barnard, Harley Hall, Northampton, 15722.

1956 Armstrong Siddeley Sapphire 254 saloon, colour two-tone blue, in excellent condition, mileage 22,000, one owner; £850.—John Whalley Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051]

1955 series Armstrong Siddeley automatic Sapphire saloon, twin carbs., etc., recent respray, sand and silex and overhaul, excellent order; guaranteed; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

AZ MOTORS, bargain offers.—1953 Sapphire, Pre-electric, radio, heater, duo tone, one owner, sacrifice; £550! Also 1946 Lancaster saloon, exceedingly well-cared for car; £265!—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1955 Sapphire, synchromesh, genuine 15,000 miles, private, original tyres, spare unused, wireless, heater, etc., absolutely perfect and genuine, first offer; £2,200.—Harrison, Ingleswood, Stallingford, Tel. Blythe Bridge 3147, Stoke-on-Trent. [C4064]

1953 (42,000 miles) Armstrong Siddeley d.h. coupe, (only) superb condition, resprayed grey, new hood, heater, demister; £420 or near offer; h.p. arranged, part exchange considered; seen Leatherhead.—Box 902. [C5957]

JOHN S. TRUSCOTT, Ltd.—1954 Armstrong Siddeley Sapphire, dual gear, beige hide, synchromesh, radio, one owner, 29,000 miles, maintenance by makers, a superb example; £575; exchanges, deferred terms.—173, Westborough Grove, W.11. Bayswater 4274. [C4085]

1949 Armstrong Siddeley saloon, black, immaculate inside and out, carefully driven, heater, manual gears, owner died recently, son wishes dispose for cash or exchange for Morris Minor Traveller with cash adjustment; best offer over £305 accepted, or equivalent in exchange value.—Box 8077. [C1117]

1953 Armstrong Siddeley Whitely 2-door saloon, 27,000 miles, just overhauled, one of only six such models; excellent condition inside and out, green grey, green upholstery, fitted H.M.V. radio, clock, foglight, wing mirrors, washers, reversing lights, 4 new tyres; owner departs U.S.A. shortly; £450 or offer.—Bayswater 6370. [C5751]

645ma—Armstrong Siddeley 1955 Sapphire Mark II de luxe saloon, grey, red leather, synchromesh, radio, heater, screen washers, one owner, excellent condition, written guarantee, choice of 2 terms, exchanges, list open 1st-7th Saturdays and Saturdays; Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Armstrong Siddeley Cars Wanted
ALPE & SAUNDERS, Ltd. require 18hp or Sapphire 346 limousines in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [C4106]

JACK ROSE, Ltd., urgently require Sapphire 254.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

ROWLAND SMITH'S, the Armstrong Siddeley buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

ALMOST new Armstrong required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W4016]

ARNESTON, of Albemarle St., the Armstrong Siddeley specialists, are ready buyers of good Armstrongs.—28, Albemarle St., W.1. Hyde Park 9323. [W1109]

Armstrong Siddeley Spares and Service

ARCOT.

KENSINGTON 7301, 7321.

ARMSTRONG SIDDELEY specialists; every kind of overhaul or repair, 48-hour exchange engine, gear box supply, fitting or reconditioning own units, etc., trade, retail.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. [C1064/R]

BIRMINGHAM, joint distributors, pre/post-war spares.—Frank Bentley (A. S. & S.) Ltd., The Depot, Cope St., Birmingham, 18. Edg. 0916. [C0548]

FULL repair and overhaul service for Armstrong cars, F.A.I. Garage (Incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5. Fre. 6181. [C0596/R]

ASTON MARTIN

MAYFAIR COUNTRY CARS offer:—

1958 (March) Mark III drop head coupe, blue, fitted radio, disc brakes, overdrive, new condition; £2,950.—47, Montrose Place, S.W.1. Belgraveia 5854. [C3008]

WILLIAM GORDON CARS offer:—

1955 Aston Martin DB2-4 3-litre saloon, finished black with natural hide interior, radio, heater and other extras, quite unblemished in every way.—Sovereign Road Garage, Earlston, Coventry 7357.—9549. [C2102]

TOLWORTH MOTORS, Ltd. offer:—

1956 DB2-4 convertible, low mileage, radio, chrome wire wheels, Michelin X, immaculate.

1952 DB2, new Vantage engine, Alfons drums, low mileage, one owner, immaculate; £1,125.—Kingston By-Pass, Twickenham 2254. [C4081]

JAMES TAYLOR AUTOMOBILES offer:—

1955 series Aston Martin DB2-4 5-litre saloon, Vantage engine, B.P.G., natural hide interior, almost as new, £1,150, consider M.R. V. Bentley's part exchange.—Findon Rd., Worthing, Sussex. Findon 3022. [C4027]

ASTON MARTIN

BROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. & E. England.

1955 3-litre DB2-4 saloon.

1955 3-litre DB2-4 drop head coupe.

1956 3-litre DB2-4 saloon.

1958 3-litre DB Mark III saloon, 2,786 miles.

NEW Mark III saloon and drop head coupe for early delivery.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

CHIPSTEAD MOTORS, Ltd., offer:—

DROP head DB2, 1953, black with new red hood, chrome example, Vantage engine, radio, heater, etc.; £1,175.

1952 DB2, Vantage engine, red beige; £1,045.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]

SWANMORE GARAGE, Ltd., offer:—

1955 3-litre DB2-4, in black with natural hide trim, Motorola radio, speedometer 29,500, one owner, well above average throughout; £1,585.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 4544. [C4024]

GUY SALMON AUTOMOBILES offer:—

1957 Aston Martin Mark II saloon, duo blue, entirely by makers and is in most exceptional condition; £2,295.

CHOICE of two.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

ASTON MARTIN DB2-4 saloon, finished in gun-metal grey, 1957, one owner car, 15,000 miles only, full service history available; £1,975.

ASTON MARTIN DB2-4, finished in British racing green with beige interior, many extras, left hand drive, 1955; £1,250.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Tel. Guildford 62907. [C1057]

1958 Aston Martin Mark III, very low mileage, under guarantee; £2,675.

1955 Aston Martin 3-litre sports saloon, late property very distinguished owner, magnificent history; £1,685.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row.), Mayfair W.1. Gro. 6881. [C4036]

J. H. BARTLETT, Ltd., 1953 DB2 drop head coupe, radio, low mileage since recent overhaul; £1,095.—27, Penbridge Villas, W.11. Bayswater 6525. [C1013]

JACK ROSE, Ltd., offer 1955 (August) Aston Martin DB2-4 sports saloon, 19,000 miles, chrome wire wheels, most attractive; accept £1,595.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

ASTON MARTIN DB2-4 saloon 1955 series, twin tone blue and black Vantage engine; £1,575.—C. O. Norman (Victoria), Ltd., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [C5935]

1953 Aston Martin DB2, royal scarlet with grey hide interior, speedometer reading 16,000 miles, unmarked condition; £1,185.—Woodthorpe Garage, Ltd., Huntingdon St., Nottingham, Tel. 32848. [C6023]

1955 Aston Martin DB2-4 saloon, blue with grey upholstery, fitted radio, heater, etc., one owner, excellent condition throughout, mileage 19,000; £1,695.—Gavin Fairfax, Ltd., Virginia Water, Tel. Wenthurst 5154. [C2099]

ROSE & YOUNG, Ltd., offer Aston Martin DB2, 2,200 miles only, an immaculate specimen, cost nearly £4,000, now offered at £1,645.—65-69, Starnhold Ave., Streatham Hill S.W.2 (1 min. Streatham Hill station). Tulse Hill 6464. [C3057]

1953 Aston Martin DB2 sports saloon, finished in blue with beige leather, fitted Vantage engine, Michelin X tyres, radiator blind, twin spotlights, radio, numerous extras, genuine minimum mileage, supplied and maintained by us from new and in superlative condition throughout; £1,205.

THOMPSON-DOXEY, Ltd., 109-139, East Bank St., Southampton. [C4120]

ASTON MARTIN DB2-4 1954 saloon, black with cream interior, de luxe H.M.V. radio, heater, X tyres, Alfons drums, spot lamps, etc., one fitted owner only from new, Lord's.—guaranteed low mileage, the whole car is superb throughout and is in true Aston condition, offered confidently as the finest available; £1,410.—Cathill Garage, Cathill, Bromsgrove, Worcs. Bromsgrove 2236. [C6062]

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Aston Martin buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

ATALANTA

1939 Atalanta coupe, silver, and maroon, 6-cylinder Ford engine, 2 new tyres, needs hood, Varian covers; £150 or offer; h.p. arranged.—McCracken, 10, Cathcart St., Ayr. [C6092]

AUBURN

SWANMORE GARAGE, Ltd., offer:—

1935 supercharged Auburn Phaeton, one owner from new and believed genuine mileage only 15,000, astounding condition throughout; £345.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 4544. [C4024]

AUSTIN A30

CAR MART, Ltd.

SOLE London Austin distributors.

55 Austin A30 2-door saloons; a selection from £455; with 6 months' guarantee.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

1956 black, 4-door saloon, heater, one owner, £475.

1955 green, 2-door saloon, heater; £430.—Campbell Symonds, Perivale 4456. [C1037]

AUSTIN A30

R. HARDY & SON offer:—

1955 Austin A30 4-door de luxe, fitted radio, heater, grey with red upholstery, one owner, 19,000 miles; £445.—52-55, Marylebone High St., W. Hunter 0942. [C5857]

H. A. SAUNDERS, Ltd., offer:—

1956 Austin A30 Countryman, grey, beige upholstery, recorded mileage 18,624, heater; £475.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4093]

WARWICK WRIGHT, Ltd., offer:—

1955 (Oct.) Austin A30 Countryman, green, heater; £415.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

JARVIS OF WIMBLEDON—100% B.M.C. dealers.

1955 A30 2-door saloon, green, heater; £440; (3 months' guarantee).—Jarvis & Sons, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C3086]

1955 A30, blue, four-door, heater, new engine; £435.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent, Ravensbourne 2654-5. [C1129]

£395—1955 Austin A30 Countryman in immaculate condition.—1954 Austin A30 2-door saloon in excellent condition.—Cannon Park Motors (adjoining Cannon Park station), Whitechurch Lane, Edgware, Edg. 1367. [C1167]

1956 Austin A30 2-door saloon, blue with heater; £445.—Hale Motors, Tot. 7771. [C2077]

1954 Austin A30, in very good condition; £399; h.p. terms arranged.—Wilsons 4548. [C1134]

1955 model 2-door saloon, heater, one owner, immaculate; £425.—Bridge Motors, Leatherhead 2564. [C1136]

1955 (Sept.) A30 Countryman type, cream, heater, many extras, one owner; £550.—7, Paddocks Way, Chertsey. [C5967]

A30 2-door 1956 model de luxe, one owner, superb condition throughout; £395; terms possible.—57, Parkside Drive, Edgware. Sto. 7073. [C5947]

1955 Austin A30 2-door de luxe saloon; £399.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon, Addiscombe 3066. [C10176]

1955 (Nov.) A30 2-door de luxe saloon; £425.—Rawlings, Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2281. [C4132]

1955 A30 4-door saloon, one owner, 15,000 miles; £415, The Forge Garage (Petersham), Ltd., 192, Petersham Rd., Petersham, Surrey, Tel. Richmond 1854. [C5862]

1954 A30 2-door, black, heater, one owner, 11,500 miles, faultless and spotless; £365.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1956 (March) Austin A30 Countryman, black, one owner, excellent condition; at £450.—Cattermole (Garages), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C5639]

1955 Austin A30s, choice of 6 from £425; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2560 and 2578. [C2035]

1955 model A30 4-door, Windsor grey, fitted heater, etc., specimen condition; £415; h.p. terms and exchanges.—E.R.C. Services, 2-5, Summerland Gardens, Muswell Hill, N.10. Tudor 6073/Fitzroy 0293. [C3795]

Austin A30 Cars Wanted

ROWLAND SMITH'S, the A30 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

AUSTIN A36

CAR MART, Ltd.

SOLE London Austin distributors.

57 Austin A35 2-door saloons; a selection from £475; with 6 months' guarantee.

CAR MART, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5454. [C1039]

G. S. HALL, Ltd., offer:—

1957 A35, grey, low mileage; £495.—302-306, King St., W.6. Riverside 2881. [C2100]

R. HARDY & SON offer:—

1957 Austin A35, grey, red upholstery, 2-door de luxe, fitted heater and many extras; £515.—52-55, Marylebone High St., W.1. Hunter 0942. [C5858]

H. A. SAUNDERS, Ltd., offer:—

1957 Austin A35 2-door saloon, palm green, green upholstery, recorded mileage 9,324, heater; £520.

1957 Austin A35 4-door saloon, court grey, red upholstery, recorded mileage 9,964, heater; £535.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4093]

PHILIP RICKARDS, Ltd., offer:—

1958 Austin A35 2-door saloon, grey, heater, low mileage; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4722-3. [C4094]

JARVIS OF WIMBLEDON—100% B.M.C. dealers.

1957 A35 2-door saloon, low mileage; £485; B.M.C. Warranty.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C3086]

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1958 Austin A35 2-door saloon, one owner, genuine 5,000 miles only, immaculate condition; £530.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4090]

1957 Austin A35 2-door saloon, heater, fine condition, moderate mileage; £485.

L. F. DOVE (C.V.), Ltd., 98, Lower Addiscombe Rd., Croydon, Add. 3151. [C6088]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A35

1958 Austin A35 de luxe saloon, 4-door, 4,000 miles, £525, below.
 1957 model A35 4-door saloon, heater, 14,000 miles, as new, £499.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066.

1953 A35 4-door saloon, grey, taxed, £390.—Ken Brock, Pat 5576.

1957 Austin A35 2-door, immaculate, £510.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312.

1957 Austin A35 saloon, mileage 17,000; £450.—Dole's House, Andover. Hurstbourne Tarrant 224.

1957 A35 grey van full 4-seater, fold-flat rear seat, heater, well maintained, £395.—Renown 4685, or Box 8064.

1957 Austin A35 2-door saloon, black with red interior, heater, low mileage, one owner, excellent condition, taxed, £505.—Clerkenwell 445.

1957 A35 van, 14,000 miles, rear seat, other extras, unblemished condition; £365.—Brookside Motors, 102, High St., Uxbridge. Tel. 5194.

1958 Austin A35 4-door de luxe, 2,500 miles only, one owner, heater, loose covers, taxed year, absolutely as new, immaculate throughout, £595.—Below.

1957 Austin A35 2-door de luxe, one owner from new, heater, 5,000 miles only, carefully maintained; £525.—Bird (Motors) Limited, 43, Corporation Road, Grimsby 3791.

1957 A35 2-door, Court grey/red leather, 14,000 miles, excellent condition throughout, carefully used by one owner, £275.—Bird (Motors) Limited, 43, Corporation Road, Grimsby 3791.

1957 A35 2-door de luxe, radio, heater, many extras, 7,000 miles, one owner, £555.—E. L. Mendel, Ltd., 297, Finchley Rd., N.W.3. Spence 2981.

4958s—Austin A35 1957 saloon, grey, heater, over-riders, one owner, small mileage, written guarantee, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

AUSTIN A40

L. F. DOVE, Ltd., offer:—
 1954 A40 Somerset, black red, sliding roof, exceptional, £475.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456.

R. B. CURRIE & Co. Ltd.
 1954 (December) Austin A40 convertible fitted heater, £435.—105, Westbourne Grove, W.2. Bayswater 0085.

WARWICK WRIGHT, Ltd., offer:—
 1955 Austin A40 Cambridge saloon, black, brown upholstery, heater, 23,000 miles, £565.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

1952 A40 Devon, one owner, new engine; £395.—Robbins, East Putney. Tel. 7881.

1955 A40 Countryman, green with tan upholstery, one owner; £465.—Clerkenwell 4425.

1952 Austin A40 Devon GS3 saloon, excellent bodywork and well-kept mechanical order, £375.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m.

£395—A40 Somerset convertible, blue, heater, 20,000 miles, excellent condition.—The Red Motor Co., Colindale 7888.

£395—1953 Austin A40 Somerset saloon, one owner.—L. Grice Elmers, 107, Old Brompton Rd., S.W.7. Kensington 2477.

1954 Austin A40 de luxe saloon, sunshine roof, heater, blue with blue upholstery, excellent family car, £425.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727.

1954 (January) Austin A40 saloon, black, heater, wing mirrors, £450.—Rawlings, Tudor Garage, Ltd., 925-951, Fulham Rd., S.W.6. Renown 2261.

1955 (July) Austin A40 Cambridge saloon, one owner from new, heater, blue/red interior, £475; also one similar Sept. 1955, black/red interior, £485.

OAKTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green. Pal. 1023.

1956 Austin A40 Cambridge saloon, heater, one owner, guaranteed; £510; terms, exchanges.—Palmer's, 3, Russell Garden Mews Kensington, W.14. Park 9704.

1956 (October) Austin A40 Cambridge, heater, R.A.C. examination, taxed year, £510, exchange, h.p.—11, Perrywood, Prestwich, Manchester. Prestwich 2057.

1949/50 Austin A40, heater, etc., immaculate condition, any inspection; £359.—G. P. (Baltham) Ltd., 2, Baltham Hill, S.W.12. (100 yds. Clapham South Tube.) Bait 1107.

1953 (October) Austin A40 Somerset drop head many extras; £435.—Rowley, 67, Sherwood St., Wolverhampton.

1954 (August) A40 de luxe saloon, black/brown leather upholstery, heater, taxed, low mileage, showroom condition, faultless throughout; £440.—Jenkins, 72, Meadow Hill Rd., Kings Norton, Birmingham.

£435—Austin A40 1953-54 convertible, most exceptional appearance and condition, extra careful owner, pastel, many extras, choice of 5; many others; we welcome A.A. or R.A.C. exams; hire purchase and h.p. a/cr set from 1% deposit, balance 12, 18 or 24 months to pay; delivery anywhere if required; cash waiting for your car, if you wish to sell.—1, Clarendon Rd., W.11. Park 5067. 9 a.m. to 6 p.m. Monday to Saturday. (Soyle, Holland Park Tube.)

AUSTIN A40

TANKARD & SMITH, Ltd., offer:—1954 Austin A40 Somerset, fawn, heater, one owner, this is an exceptional car for its year, £465.—194-196, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801.

AUSTIN A40 de luxe saloon, one owner car, immaculate throughout; choice of five from £525; hire purchase and part exchange welcomed.—Herbert & Mills, Church Hill, Ashford, Middx. Tel. 2960 and 2678.

Austin A40 Cars Wanted
 ROWLAND SMITH'S, the A40 buyers; highest cash prices.—Hampstead High St., N.W.3. W4018/R

AUSTIN A50

CROFTON GARAGES, Ltd.
 1955 Austin A50, blue with grey trim, fitted heater; thoroughly recommended at £565.—132, Whitechapel Rd., Bishopsgate 5305.

GUY SALMON AUTOMOBILES offer:—
 1955 Austin A50 de luxe saloon, genuine 24,000 miles only from new, very well maintained example, £545.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.

1956 Austin A50, Offord, 67, George St., W.1. Welbeck 6299.

1955 Austin A50, heater, splendid condition; £545.—Add. 1310.

1955 Austin A50, Chelsea grey, one owner, full warranty, £460.—Haskins, Ladbroke 1155.

1956 A50, black, heater, reconditioned engine, new tyres, £545.—Veyres, Ladbroke Bros., Ltd., 215, Haverstock Hill, N.W.5. Swi. 4441.

JACK ROSE, Ltd., offer 1955 A50 de luxe, in blue, any examination; accept £515.—Stafford Rd., Warrington, Surrey, Warrington 6677.

1956 Austin A50 de luxe, genuine 14,000 miles, model A50 de luxe, genuine 14,000 miles, underseals, underside, sunroof, trim, finisheers, extras, one director owner, a really beautiful car, £590.—Waterloo 6162 and 5.

1956 Austin A50 saloon, one owner, light blue, very good condition throughout; £565.—Belkington Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185.

1955 Austin A50 de luxe saloon, Cambridge blue, one private owner, radio, heater, leather seat covers, guaranteed mileage 17,000; £545.—348, King St., Hammersmith, W.6. Riv. 2837-8.

AUSTIN A55

ROWLAND SMITH'S, the A55 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.

TOM GARNER, Ltd., offer:—
 1958 Austin A55 Cambridge de luxe saloon, black, loose covers, 5,000 only, £555.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9255-6-7.

H. A. SAUNDERS, Ltd., offer:—
 1957 Austin A55 saloon, black, red upholstery, recorded mileage 12,200; heater, £745.

1957 Austin A55 de luxe saloon, black, red upholstery, recorded mileage 16,750; heater, £735.

1957 Austin A55 de luxe saloon, tweed grey, court grey, blue upholstery; recorded mileage 15,016; heater, £765.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hildade 5272 (4 lines).

1957 Austin A55 saloon, one owner, blue with blue interior, £765.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001.

£725—1957 A55 de luxe—Offord, 67, George St., W.1. Welbeck 6299.

1957 Austin A55 saloon, heater, moderate mileage, one owner, grey, good tyres; £695.

L. F. DOVE (C.V.), Ltd., 90, Lower Addiscombe Rd., L. Croydon. Add. 3131.

1958 Austin A55 saloon, tweed grey, 12,000 miles, taxed, £785.—Ivor Beal, Western 2789.

1957 Austin A55, 15,000 miles, one owner; £750.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312.

1957 Austin A55 two-tone de luxe saloon, recorded mileage 19,000, heater, etc., £695.—Tel. Oxford 2628.

1958 Austin A55 saloon de luxe, dual green, a few thousand miles only, £799.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066.

1958 (June) Austin A55 de luxe saloon, no heater, self-hand drive, mileage 1,200, kilometre, speedometer, finish, beige with blue upholstery; seen London.—Box 7939.

1957 (May) Austin A55 saloon, grey/red, interior, heater, radio with power operated aerial etc., taxed year, immaculate and guaranteed, any examination welcome; £695.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 3076; evenings and week-ends Littlewick Green 3076.

1957 Austin A55 de luxe, manumatic clutch, 16,000 miles only, green/green, one owner, excellent condition; £735.—Saul & Slater, Ltd., 44, Alderman's Hill, Palmers Green, N.13. Fox Lane 1066.

AUSTIN A55 Cars Wanted

NEARLY new Austin A55 saloon required.—Greenways, 81, Alfred Rd., Winchester. W4087.

ALMOST new A55 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885.

AUSTIN 16 & 18

1949 Austin 16 saloon, heater, guaranteed; £225.—Oldfield, 396, Kensington High St., W.14. Wat. 6631.

HEARSEs, brochures available, we are building decks and bracers on the 16hp chassis; inspection invited.
 A L P & SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, Kew Gardens, Richmond, W.16. Wat. 5991.

AUSTIN 16 & 18

1938 Austin 18hp Windsor 7-seater saloon, heater, forward occasional seats, blue hide through-out, black; £95.—30, Oldbury Place, Marylebone High St., W.1. Welbeck 1125.

AUSTIN 16 saloon 1946, black, the best post-war family car built, A70 engine, one owner, perfect condition sorry to part, £250.—207, Trinity Rd., S.W.17, Baltham 4411.

1949 model Austin 16 big four de luxe saloon, black, brown hide, a good example of this proven favourite, £265, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

2458s—Austin 16 1949 de luxe saloon, black, sliding head, brown leather, heater, one owner, excellent condition, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

AUSTIN A70

CROFTON GARAGES, Ltd.
 1953 Austin A70, black, brown leather interior, one owner from new; £425.—132, Whitechapel Rd., Bishopsgate 5305.

H. A. SAUNDERS, Ltd., offer:—
 1954 Austin A70 saloon, black, brown upholstery, recorded mileage 25,519, heater, sun roof, £495.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hildade 5272 (4 lines).

HEARSEs brochures available, we are building a deck body on the A70 chassis, inspection invited.

A L P & SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, Kew Gardens, Richmond, W.16. Wat. 5991.

1954 5/2 Herefords, all guaranteed; from £325.—Kings Motors, 1, High St., Hounslow 3532/2559.

1953 Austin A70 16hp Hereford saloon, 6 de luxe, the usual high mileage worn out back one generally encounters, but a really fine specimen which has definitely done a very moderate mileage the very careful way, bodywork really immaculate and completely original, privately taxed, only 2 owners, and maintained by Austin agents since new; £425.

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232; Showrooms open until 8 p.m.

AUSTIN A90 & A90 (6-cylinder)
 H. C. PAUL, Ltd.

1955 Austin A90 Westminster, black, radio, heater, taxed year, £525.—52, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2.

R. HARDY & SON offer:—
 1955 Austin A90 Westminster, black and grey, red upholstery, one owner, an enthusiast's car; £590.—52-55, Marylebone High St., W.1. Hunter 0942.

1951 A90 Atlantic coupe, radio, guaranteed; £535.—Oldfield, 396, Kensington High St., W.14. Wat. 6631.

1955 Westminster de luxe, one owner, black; £545.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.5. Swi. 4441.

1951 Austin Westminster, colour deep cream, really beautiful car, as new condition, £595, hire purchase arranged.—McCracken, 10, Cathcart St., Ayr. 6090.

1955 Austin A90 saloon, green; £555.—H. A. Saunders, Highfield, Golders Green Rd., N.W.11. Speedwell 9011.

£399—1952 Austin A90 Atlantic hard top sports saloon, black, exceptionally clean condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662.

1955 (May) Austin A90 Westminster de luxe saloon, black, red leather, heater, a nice clean car, £515.—"Victory" Garage, Primrose Gardens, London, N.W.5. Tel. Primrose 2242.

1951 Austin A90 hard top saloon, black, natural hide, heater, very clean, a good buy, £395, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1952 Atlantic saloon, grey, 44,000, splendid condition throughout; £80 reduction on overhaul; will sell cash at £395, or exchange for Sunbeam saloon plus cash.—Box 8076.

1955 (March) Austin A90 Westminster saloon de luxe, beige/duo-tone green and beige leather, heater, screenwashers, etc., moderate mileage, taxed year and in excellent condition throughout; £545.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 3076; evenings and week-ends Littlewick Green 3076.

14000 miles!—1956 Austin A90 Westminster, beige, red leather, heater, one owner, genuine mileage, taxed; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

1956 Westminster de luxe, beige, green leather, every possible extra, whole car in superlative order, genuine mileage 15,600, one owner, full service history available; £620.—Cut Mill Garages, Ltd., Bosham, Sussex. Tel. Bosham 2217.

4958s—Austin A90, late 1955, Westminster de luxe saloon, leather, heater, screen washers, Ace Rimbellishers, one owner, excellent condition; written guarantee; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1952 Austin A90 Atlantic hard top sports saloon, black, red hide, heater, etc., this car has only just been overhauled generally, brakes renewed, new front suspension, outer springs, good condition, a real delightful car to handle; unreplicable value at £595.

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m.

AUSTIN A95

DISPATCH MOTORS, Ltd., Ford distributors, offer:—
 1957 A95 Westminster, low mileage, black, immaculate, £645.—Borough High St., E.1. Wat. 5991.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A95

LEX

A. & A. SERVICES.

'58 Austin A95 Countryman, ivory/cherry, heater, roof rack, 700 miles, £1,135.
FOUR months' warranty.

LEX

GARAGES, Ltd., 609, Kenton Rd., Kenton, Middx. Wordsworth 7805. (5885)

£200

1958 Austin A95 automatic, finished in ivory with red flash, red leather, screen washers, mileage only 3,500, condition as new, £1,035.—Hartley & Midgley, Ltd., 59-60, Old Steine, Brighton, Tel. 28102. (5865)

H. A. SAUNDERS, Ltd., offer:—

1958 Austin A95 Countryman, court grey, red upholstery, recorded mileage 935, heater, £1,195. (5895)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

WARWICK WRIGHT, Ltd., offer:—

1957 Austin A95 saloon, cream and red, red upholstery, heater, 8,000 miles, £1,095.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 8050. (C4045)

GUY SALMON AUTOMOBILES offer:—

1958 Austin A95 de luxe saloon, tweed grey/red flash and red hide, radio, 6,000 miles, licensed to December, as new, £995.—Portsmouth, Rd. Thames Ditton, Esherbrook 5551-2-3. (C4001)

NAYLOR & ROOT, Ltd. (Established) 1920.

'58 Austin A95 de luxe, tweed grey/red flash, turbo diesel, 500 miles only, as new, £985.

CLAPHAM JUNCTION, S.W.11. Battersea 2352. (C5092)

A95 Countryman, June 1958, £1,095.—Ralph Davis, Ltd., Stanhope Garage, Pottery Bar 2371. (5855)

A95 de-luxe automatic Oct. 1957, demonstration car, 10,000 miles, as new, £995, low mileage.

Mopkin's Garage, Grantham, Tel. 139. (5319)

JACK ROSE, Ltd., offer February, 1958 Austin A95 Countryman, two-colour grey, maroon hide, almost as brand new, 8,000 miles, radio, etc., accept £1,065.—Stafford Rd., Wallington, Surrey. Wallington 5677. (C5056)

AUSTIN A105

H. A. SAUNDERS, Ltd., offer:—

1957 Austin A105 de luxe saloon, duo grey, red upholstery, recorded mileage 11,540, heater, 895. (5895)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

PETER BANTOCK CAR SALES offer:—

1957 Austin A105, court grey with red flash, fitted radio, heater and overdrive, one owner, immaculate condition and well under list price at £965.—104, High Rd., Chiswick TW25/5870. (C1014)

HENLYS offer with 4 months' guarantee:—

1956 Austin A105 saloon, overdrive, one owner, duo green with tan interior, £885, as new, low mileage.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Ouliver 5721. (6104)

'58 Austin A105 auto, 2-tone blue, radio, heater, wing mirrors, screenclean, spot and fog lamp, taxed, one owner, 8,000 miles, £1,095.

G. & C. COOPER & Co., Ltd., Dominion House, 5949 G Boulevard, Nottingham, Tel. 45024. (5949)

1957-8 Austin A105 saloon de luxe, one owner, Duo, 12,000 miles only, £895.—Addiscombe 5058, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 5058. (C10176)

AUSTIN A125 & A135

SWANMORE GARAGE, Ltd., offer:—

1951 Austin Princess, black with beige interior, new engine Dec. 1957, £495.—Christchurch Rd., Boscombe East, Southbourne 45544. (C4094)

A&S Ltd. A125 and A135 L.W.B. seven passenger cars. See under Limousines.

L.P.E. & SAUNDERS, Ltd. (Limousines Purchased), A125, North Audley Street, (Near Selfridges), Mayfair 2941. (C1006)

CAMDEN MOTORS, the Limousine Specialists, offer the following Princess and Sherline limousines:—

1955 Princess long wheelbase limousine, black, brown hide, full-width occasional, loose seat covers, one private owner, really immaculate and superb mechanically, £2,195.

1956 Princess limousine, matching pair of long wheelbase in leather throughout, one owner, one leather/cloth with electric division, both one owner cars; from £2,295.

1954 Princess long wheelbase limousine with radio and heater, leather throughout, definitely in 1957 condition, one owner, taxed privately, £1,995; six months' written guarantee on all the above.

CAMDEN MOTORS, Leigh-on-Buzzard 2091. Write for special hire car catalogue and illustrated brochure. Showrooms open until 8 p.m. Terms, exchange.

HARRIS? We are building deck and heaters on the Princess and Sherline chassis. Inspection invited.

L.P.E. & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond TW9 1JL. (C1108)

AUSTIN Princess, black and brown hide interior, A mileage 28,000; this car is in superb condition, radio, heater, £675, taxed year.

CHARLES CRICKENHANK MOTORS, Mercedes-Benz Distributors, The Centre, Bristol, 1, Tel. 28763. (5785)

1953 August Princess saloon, hide, loose covers, black, radio, heater, 35,000; £695.—Alpine & Saunders, Ltd., Providence Court, North Audley St., W.1. (Near Selfridges), Mayfair 2941. (C1006/1)

AUSTIN Princess 2-tone grey, £475 spent with Vandenberg including new engine, £585.—Joe Thompson (Bristol), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. (C4028)

AUSTIN A125 & A135

ROSE & YOUNG, Ltd., offer: Princess IV DM7 series, 8,000 miles only, fitted radio, power steering, power brakes, etc., immaculate, cost new £3,750, finished in silver and grey, £2,650.—65-69, Starnhold Ave., Streatham Hill, S.W.2 (1 min Streatham Hill Station), 1, Tulse Hill 6464. (C5057)

445 gns.—Austin Sherline, November 1952, de luxe saloon grey, sliding head, grey leather, radio, heater, one owner, excellent condition; written guarantee, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

AUSTIN Sherline de luxe saloon, finished in black with pinkish upholstery, loose covers to match, heater, radio, first registered August, 1950, but owing to illness only run 3,700 miles to date; this is an absolutely genuine mint condition motor car, the current equivalent of which is over £5,000, but which is offered at £2,950.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks, Tel. Aylesbury 4727. (C1094)

Austin A125 and A135 Cars Wanted
L.P.E. & SAUNDERS, Ltd., require L.W.B. Limousines, condition only, for sale or exchange. L.P.E. & SAUNDERS, Ltd., North Audley Street (Near Selfridges), Mayfair 2941. (W1006)

MAXIMUM price paid for good condition long wheelbase Princess limousines, also seven-passenger saloons.
JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. (W1105)

XXX Excellent cash price offered for good Austin A125 and A135 limousines.—R. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2005)

AUSTIN HIRE CAR

A&S Ltd. 16hp Hircars and 13-seater Omnicoaches. See under Limousines.
L.P.E. & SAUNDERS, Ltd. (Limousines Purchased), Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. (C1006)

39000 miles—a very genuine one owner specimen, absolutely original and the best specimen we have encountered for a very long time; six months' written guarantee, £525.

CAMDEN MOTORS, the Limousine Specialists, Leigh-on-Buzzard 2091. Write for special hire car Catalogue and Illustrated Brochure. Showrooms open until 8 p.m. Terms, exchanges. (C1035)

Austin Hire Car Wanted

L.P.E. & SAUNDERS, Ltd., require 14hp Hircars in good condition.
L.P.E. & SAUNDERS, Ltd., North Audley Street (Near Selfridges), Mayfair 2941. (W1006)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041. (W4018/R)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin. Tel. Weybridge 2335. (0541 R)

Austin Spares and Service

FOR Austin.—Wimbledon for everything Austin; spares pre-war and post-war exchange units from stock; also 1.4 B.M.C. diesel spare parts and conversion sets as stock, Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wlm. 0123. (0414/R)

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 5665.

AUSTIN spare parts.

STOCKS for all models, cars and trucks.

S. G. SMITH (MOTORS), Ltd., for Austin spares and service.—13-19, East Dulwich Rd., S.E.22, New Cross 4444. (0374/R)

THE CAR MART, Ltd.

LONDON distributors.—Spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and 10, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 392, Streatham High Rd., W.16 (Streatham 0054); 165, Bromley Rd., Catford, S.E.6 (Hither Green 6111). (0160/R)

AUSTIN genuine spares and specialist service in the West End.
S. MORRIS & COMPANY, Cleveland Garage, Cleveland St., Tel. Mus. 1932. (0500/R)

AUSTIN spares, all models, keenest prices.—Witham's, 15, Balham Hill, London, S.W.12. Battersea 3290. (0488/R)

HAMMERSMITH, W.6.—Rogers Garages; Wellesley Ave., W.6. Riv. 2644. Engineers, sales and repair. (08354)

TANNER BROS. (1918), Motorworks and Coachworks, appointed B.M.C. repairer, 871-5, Fulham Rd., S.W.6. Renown 4494-6. (0899/R)

AUSTIN 7 spares, any year, any part, largest stock-ists in U.K.; exchange units; try Northwood's first.—Newington Causeway, S.E.1. Hop. 2852/2850.

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Bodfont, Feltham, Middlesex. Tel. Feltham 6444 (5 lines). (0599/R)

C. O. NORMAN (VICTORIA), Ltd., authorised Austin main spare parts stockists, service, spare parts and replacement units.—30, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. (0271/R)

PRYNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines; gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to B.M.C. exclusively.—57, Acre Lane, S.W.2. Brixton 1155. (0184/R)

AUSTIN-HEALEY

CAR MART, Ltd.

SOLE London Austin distributors.

£1050.—Austin-Healey 100 Bix sports, overdrive, heater, 18,000 miles, 1958; with 6 months guarantee.

CAR MART, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (C1035)

L. F. DOVE, Ltd., offer:—

1955 model Austin-Healey, Michelin X, cream and black, £550.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. (C1077)

JAMES SPENCER, Ltd., offer:—

1954 Austin-Healey 100 sports, finished in ice blue, fitted overdrive, wire wheels, tonneau cover, radio, heater and full equipment, a superb car, in perfect condition throughout, £645.

JAMES SPENCER, Ltd., Broadway, Heston Heath, Tel. Bex 4265/4269. (C4134)

CHRISTEAD MOTORS, Ltd., offer:—

BN2, full Le Mans modifications from new, white/red; £785.—142, Holland Park Ave., W.11. Park 5445-6. (C1046)

B. HUNTER, Ltd., Austin agents, offer:—

1958 (June) Austin-Healey Sprite, 800 miles only, as new, £750.
B. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6805. (C5040)

JARVIS OF WIMBLEDON—100% B.M.C. dealers.

1957 100 B, ice blue, heater, hard top, wire wheels, overdrive, under 7,000 miles, £925, B.M.C. Warranty.—Jarvis & Sons, Ltd., S.W.19. Lib. 5221. Wm. 2526. (C2098)

WICLIFFE 100-Fix, 1957 (July), green/ivory, wire nominal mileage only, spare unused, £875, hire purchase, part exchange.

WICLIFFE MOTOR Co., Ltd. (Morris Distributors), Russell St., Stroud, Glos. Tel. Stroud 1670-1-2-3. (6084)

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1.

1954 model Austin-Healey 100, red/blue leather, overdrive, in immaculate condition, £595.

VIADUCT GARAGE (WOODFORD), Ltd., North Circular Rd., South Chingford, E.4. Tel. Larkwood 1205 & 3908. (5786)

1955 Austin-Healey, red, fitted radio and heater, has been maintained regardless of cost, superb specimen, bargain, £645.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Milham 5281. (C4097)

1954 Austin-Healey, black, overdrive, hard top, perfect condition, £695 o.n.o.—Tud. 2008 after 6 p.m. (W4018/R)

1954 Austin-Healey 100, ice blue/blue, fitted hard top and overdrive, excellent condition, £545.—Oxshott 41. (5431)

HEALEY Sprite, works mileage numerous extras; list price.—Tolworth Motors, Ltd., Kingston, By-Pass, Tolworth, Elmbridge 5255. (C4081)

1954 Austin-Healey 100, red, overdrive, radio, heater, twin spots, wing mirrors, etc., £620.—Farnborough (Kent) 54848. (4695)

1955 Austin-Healey 100, red and black/red hide, many extras, really immaculate, £650.—Central Newbury Motors, Ltd., Tel. Newbury 2357. (C1157)

£695.—Austin-Healey sports roadster, radio, heater and overdrive, exceptionally attractive, exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. (C4087)

J. H. BARTLETT, Ltd., the Austin-Healey buyers offer: Austin-Healey 1956 BN2, recorded mileage 17,000, every extra, £695.—27, Farnbridge Villas, Baywater 5523. (C1018)

1958 Austin-Healey 100 Bix 2-seater, black with red upholstery, 6-port head and latest type boot, 300 miles only, £1,095.—H. A. Hamshaw, Ltd., Humberstone Gate, Leicester. Tel. 2171. (H403)

1957 Austin-Healey, radio, chrome wire wheels, seat covers, wonderful condition, 12,000 miles; bargain at £695.—Baldwins Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. (5588)

1956 Austin-Healey sports, overdrive, heater, radio, hard top, etc., 6,500 mis., B.M.C. 4-month guarantee, £795.—Green & Zoni, Ltd., 246-252, Denagate, Manchester, 3. Tel. Denagate 3325-6. (C202)

1955 Austin-Healey 100 sports, finished in ivory with black upholstery, fitted radio, heater, overdrive, a very attractive car.—Tel. Mr. Insulind, Wessex Motors, St. Cross Rd., Winchester, Tel. 5555. (C4087)

ROSE & YOUNG, Ltd., offer 1956 Austin Healey 100 BN2, 10,000 miles only, unmarked, must be seen, £725.—65-69, Starnhold Ave., Streatham Hill, S.W.2. (1 min Streatham Hill Station.) Tulse Hill 6464. (C5057)

AUSTIN-HEALEY (Dec. '55) Le Mans modified; a reasonable mileage as second car, not used in trials, rallies; immaculate condition, new road spares, overdrive, heater, £395.—Walls, Leeds 32749. Evesing Collingham Bridge 2248. (5786)

525 gns.—Austin-Healey, 1954, super sports 2-seater, ice blue, blue leather, i.h.d., heater, overdrive, screen washers, hood and tonneau; written guarantee; choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041. (W4018/R)

ALMOST new Austin-Healey required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 9885. (W514)

XXX Excellent cash price offered for good Austin-Healey.—R. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2005)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

100/6 Austin-Healey with hard soft top, over-drive, wire wheels, required privately; state date registered, history, mileage, colour, extras, and your price.—**Mr. Lady Byron Lane, Knowle, Warwickshire.** [5689]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Weiswyn 481/2 offer:—
1955 (Oct.) Bedford Dormobile, one owner, 15,000 miles only, excellent condition; £450. [C1001]

1955 Bedford Dormobile utility, in duo colour, choice of two from £335. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046. [C1121]

ESPECIALLY built on Bedford chassis, 4-berth 2 compartments with separate compartment for cooking and refrigeration, fitted with Calor gas stove and refrigerator, tables fitted in floor, mirror, chest of drawers and wardrobes, sliding doors between each compartment, water pump to pick up from ground level, 12 volt Tiny Tim lighting plant, fitted inside, this vehicle is beautifully kept and fitted out; £675; almost anything taken in part exchange.—**Write King's Motors (Oxford), Ltd., New Rd., Oxford.** Tel. 48586-9. [C5136]

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). [C1082/R]

H. C. PAUL, Ltd.

1950 Bentley Freestone & Webb 4-door saloon, black, blue grey interior, very exceptional condition throughout; £1,650.
1950 Bentley Mulliner 4-door saloon, black, complete engine overhaul and conversion to full flow just carried out; £1,650.—**32, Bruton Place, Berkeley Sq., Mayfair 0821.** [C5040]

PB Ltd., offer:—

1952 Bentley standard steel saloon, big bore, small boot, very well maintained.
1934 Bentley 3½-litre Park Ward saloon, in superlative condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7, Ken. 9477. [C5033]

MANN EGERTON.

1956 Bentley H. J. Mulliner Continental, black with brown hide, 29,000 miles; £5,100.—**14, Berkeley St., W.1. Hyde Park 2073.** [C5006]

H. R. OWEN, Ltd.

1957 S series 4-door saloon by H. J. Mulliner, with power-assisted steering, Titaine light blue and Titaine dark blue with blue hide, one owner, 4,850 miles; £2,950.
1955 S series saloon by Hooper, velvet green and shell grey with grey hide bench-type front seat, one owner, 26,900 miles; £4,500.

1949 Mark VI saloon, razor edge by Hooper, black and sand with maroon hide; £1,575.

OFFICIALLY APPOINTED RETAILERS, 17, Berkeley St., W.1. Tel. MAYFAY 9050. [C4133]

CNK Motors offer:—

1934 Bentley 3½-litre Park Ward saloon, excellent tyres, outstanding value; £235.—**CNK Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712.** [C1052]

KNIGHTSBRIDGE offer:—

1939 overdrive Bentley, fitted with most attractive semi-razor-edge saloon coachwork by H. J. Mulliner, colour black, with blue hide upholstery; £1,065.
1 Roberts Mews, Lowndes Place, S.W.1. Sloane 4086. [C2036]

SANDERSON & HOLMES, Ltd.

THE official Rolls-Royce and Bentley retailers and repairers for South Derbyshire, Leicestershire, Rutland and Burton-on-Trent.
MART exchanges, credit facilities.—**London Rd., Derby; also Bentley House, London Rd., Leicester. Tels. Derby 47471, Leicester 59685.** [C4073]

FRANK DALE, Ltd., offer:—

19000 miles.—June '53 standard steel saloon, indistinguishable from new; offered at realistic price.
1938 L.S. series Park Ward 4-door sports saloon, all extras, reconditioned by Bentley Motors and in new condition; offered at £625; all bills available; hire purchase welcomed.—**54, Bathurst Mews, Sussex Place, W.2. Ambassador 6576.** [C6068]

JACK BOND (VINTAGE AUTOS).

SPECIALISTS in Bentleys with unusual coachwork.

BRANCHES in London; Hollywood, U.S.A.

IURGENTLY require to purchase Bentleys with unusual coachwork.

OUR works are at your service; Rolls and Bentley fitters only employed.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929/8330. [C4079]

CHIPSTEAD MOTORS, Ltd., offer:—

OVERDRIVE 1940, specially built streamlined 2-seater drop head coupe, recent reconditioned engine, etc.; £895.—**142, Holland Park Avenue, W.11. Park 5446/6.** [C1046]

WILLIAM GORDON CARS offer:—

1949 model Bentley 4½-litre Mark VI Standard Steel saloon, excellently maintained by enthusiastic owner, bills available for over £400 worth of work, including reconditioned engine, etc., finished in black with tan leather, radio, heater, a luxury car in superb condition; £975; terms and exchanges with pleasure.—**Sovereign Road Garage, Earlsdon, Coventry. Tel. 73377-6339.** [C2102]

BENTLEY (3½, 4½-litre and New 4½-litre)

CAR MART, Ltd.

OFFER with joint manufacturer/retailer guarantee:—

£1550—Bentley 4½-litre saloon, sliding head, radio, heater, reg. 1951.

CAR MART, Ltd., Park Lane, W.1 (Corner of Piccadilly), Grosvenor 5434. [C1039]

CONNAUGHT ENGINEERING offer:—

1952 R type Bentley standard steel saloon, metallic grey with grey and maroon upholstery, radio, 53,000 miles, history available; £1,795.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send Surrey, Ripley 3122. [C1152]

GUY SALMON AUTOMOBILES offer:—

1951 (September) Bentley Mark VI Freestone and Webb 4-door sports saloon, recently the subject of an overhaul costing almost £1,000 and is a very good example; £1,495.

1950 (July) Bentley Mark VI standard steel saloon, most exceptionally well cared for example in immaculate condition throughout, engine just overhauled, modified to full flow filter and guaranteed for 10,000 miles, highly recommended; £1,235.—**Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5.** [C4001]

WEYBRIDGE AUTOMOBILES offer:—

1953 (April) Bentley H saloon, velvet green, shell grey, mileage 38,583, engine just overhauled, new matrix to radiator; £2,250.

1952 (June) Bentley Mark 6 4½-litre, black, red hide, 52,000 miles, recently passed by manufacturer; £1,625.

1952 (April) Bentley Mark 6 4½-litre, dual grey, red hide, one owner, 54,275 miles, quite immaculate; £1,700.

1949 (March) Bentley Mark 6 4½-litre, Tudor grey over shell grey, just resprayed, good tyres, two owners; £1,125.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey, Weybridge 2235, extn. 19. [C4094]

JAMES TAYLOR AUTOMOBILES offer:—

1950 type Bentley SS 4-door sun saloon in Pearl black and Shell grey hide interior, good tyres, almost as new; £1,095.—**Findon Rd., Worthing, Sussex. Findon 3022.** [C4027]

JAMES TAYLOR AUTOMOBILES offer:—

SEVERAL exceptional condition 1950/51 type Bentley SS saloons in Pearl black/Shell grey and Sand/sable from £1,095.—**Findon Rd., Worthing, Sussex. Findon 3022.** [C4027]

RODNEY HOWARD & Co., Ltd., offer:—

1951 Bentley H. J. Mulliner 4-door razor-edge saloon, blue with blue interior, 33,000 miles only, one owner from new, in excellent condition; £1,695.—**16, Albemarle St., London, W.1. Hyde Park 7166.** [C2136]

WESSEX MOTORS, New St., Salisbury, offer:—

1953 Bentley R-type sports saloon, late model (TN series), black with brown leather, radio, heater, speedometer reading approx. 50,000, a really beautiful car in excellent condition, guaranteed, £1,975 for full details telephone Mr. Moules, Salisbury 3275. [C4087]

R. F. FUGGLE, Ltd., Bristol distributors, offer:—

R Type automatic Bentley standard steel saloon, October 1951, one owner, Bentley maintained, 53,100 miles, £1,395.—**M. F. Fuggle, Ltd., 10, Heath, Herts. Tel. 1685.** [C2017]

1927 Bentley, red label speed model, VDP; £325.

1936 Bentley 4½, Thrupp & Maberly saloon, sun roof, heater, electric screenwasher, taxed December; £585.—**Auto-Moto, Ltd., 223, West End Lane, Hampstead, N.W.6. Ham. 3430.** [C1150]

SEE Noel Roscoe, Ltd., Showroom Window on page 46. [C5157]

1947 Bentley standard steel saloon, radio, heater, really outstanding condition; £555.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

BENTLEY S. 2 tone grey, red upholstery, 13,000 miles, new condition, one owner only.—Box 8019. [5829]

BENTLEY S series 1957 saloon, black, low mileage, almost as new; £4,250.—**Tel. Putney 7881.** [C3010]

NEWBURY MOTORS (WORCESTER), Ltd., official retailers of Bentley cars.

1951 Bentley 4½-litre Mark VI, big bore model saloon, finished dual grey, with blue upholstery in good order throughout; new cars available from stock.—**Newbury Motors (Worcester), Ltd., Forgate St., Worcester. Tel. 2361.** [C3146]

DARN IT! We know not quite how to do this car justice by the written word; possibly the most outstanding example of its type and date offered.

1949 lightful drop head 4-seater coupe by Hooper, finished in fawn with soft green hide upholstery and pile carpets to tone, one owner since new (who, we are advised, paid approximately £6,000 for it), works reconditioned full-flow engine fitted a few thousand miles ago, luxuriously equipped, H.M.V. radio, heater, altitude meter, compass, tapley gradient meter, tapley performance meter, etc., Bentley, fitted with de-luxe which have had literally no wear, coachwork and interior in practically mint condition, an outstanding example of how beautifully a car can be kept when properly maintained by the supplying Bentley agents at the direction of a loving owner, this car must be seen for it is really unbelievable condition to be appreciated, service history offered as the very attractive figure of £1,425; exchanges, terms.—**H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012.** [C2003]

LATE 1948 Bentley Mark VI, black; £975.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter St., 121. [C3038]

BENTLEY (3½, 4½-litre and New 4½-litre)

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1957 Bentley S series saloon, power-assisted steering, colour mulberry, beige leather, genuine 6,400 miles only, perfect car, supplied new by us; £4,750.

1955 Bentley H automatic gear box saloon, grey, low mileage, 12 months' guarantee; £2,650.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1955 R-type Bentley automatic saloon, silver grey and black, grey upholstery, well maintained by last owner; price £2,450.

COLLINS AUTO CO. (LANCs), Ltd., Bury New Rd., C. Sedgley Park, Prestwich, Lancs. Prestwich 1353-4-5. [6089]

1953 Bentley VI saloon, TN series, beautiful car; £1,975, trade preferred, exchanges.—**Tel. Andover 2326, Mr. Tee.** [C3407]

1953 (Oct.) TN series Bentley S.S., black, red hide, good tyres, an exceptionally clean car, mileage 56,000; £1,975.

1951 Bentley Mk. VI S.S., black, brown leather, taxed year, engine overhauled by Bentley agents recently, mileage 56,200, whole car in above-average condition; £1,375.

1951 (Dec. 1950) Bentley S.S., duo grey, grey hide, new tyres, 60,000 miles, two owners, taxed year; £1,250.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

1954 Bentley, standard steel, black, type H, automatic transmission, radio, etc., history; £2,485.—**Odeon Motors, Ltd., Bar 1114.** [C5008]

1948 Bentley Mark VI, black with tan upholstery; £2,955.—**Francis Motors, 393, Humberstone Rd., Leicester. Tel. 65304.** [C2113]

1938 Bentley Park Ward saloon, originally works car until 1940, only one owner since, complete history available, remarkably fine order; £435.

C&W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236. [3751]

'53 Bentley R type sports saloon, std. steel, (auto gear), grey, grey hide interior, radio, heater, etc., a fine example; £2,450.

G. OSCROFT & Co., Ltd., Dominion House, Castle Boulevard, Nottingham. Tel. 45024. [5956]

G 1935 3½-litre Park Ward saloon, goes well, oil pressure good, brakes and clutch refined, silencer renewed, cushions remade.—**Egham 157.** [5661]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers, reliable used cars in stock. [3608]

1936 (Dec.) Bentley 4½ Park Ward sports saloon, heater, radio, taxed Dec., excellent throughout.—**Curfew Garage, Tel. 23, Moreton-in-Marsh, Glos. 1849.** [5849]

1952 Bentley S.S. sal., big bore, small boot, excellent order, guar.; £1,395.—**Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184.** [C500]

£1199 11—1950 Bentley Mark VI de luxe saloon, one owner only, Bentley history and maintained, full flow oil filter engine, superb condition, irreplaceable bargain.

L AMBS OF WOOD GREEN (Established 1897); 100 cars; 3 months' written guarantee; exchanges; hire purchase.—**421-423, High Rd., Finchley. Finchley 6222.** [C2052]

1953 Bentley R type saloon, black/Tudor grey with blue upholstery, bench type front seat, genuine mileage 38,500, in new condition; £2,150.—**Herbert Robinson, Ltd., Cambridge. Tel. 4461.** [5937]

1954 Bentley R-type saloon de luxe, Tudor grey/red hide, radio, heater, etc., moderate mileage, taxed year, maintained by Bentley main agents in excellent condition throughout; £2,300.

A LTWOOD GARAGE, Altwod Rd., Maidenhead, A. Tel. Littlewick Green 70; evenings and weekends, Littlewick Green 3076. [C1107]

1950 (September) Bentley SS saloon, dual colour black and oyster, radio, heater, new tubeless tyres, engine overhauled, history; £1,195; or exchange small car.—**Uplands 1525, 15, Box Ridge Ave., Purley, Surrey.** [6101]

1938 Bentley (LE series) 4½-litre drop head coupe by Vanden Plas, new hood fitted, mileage 28,000 since engine rebuild by Bentley Motors; history available; £575 or offer.—**A. Beaumont, Bishop Burton Grange, Beverley, E. Yorkshire.** [5720]

1947 (Dec.) Bentley SS saloon, black, completely overhauled throughout, new full-flow engine, new carpets, head lining, etc., fine example; £2,375.—**The Clabon Garage, Ltd., Clabon Mews, Cadogan Square, S.W.1. Kensington 4633-0621.** [5789]

1953-4 Bentley R-type big-boot sports saloon, black with brown hide, two owners only, unmarked and in virtually brand new condition, maintained solely by Bentley distributors, H.M.V. radio, etc.; £1,850 or offers.—**Tel. Birmingham, South 3018.** [5196]

1949 Standard steel saloon, metallic grey with de-luxe matching upholstery, recent engine overhaul, full flow, Michelin X tyres, in excellent condition throughout; £2,885.—**Merton Motors, Wythall Garage, Wythall, Nr. Birmingham. Wythall 2130.** [5700]

1950 (Nov.) Mk. VI Bentley standard steel saloon, in duo grey with red leather upholstery; this car is in exceptional condition having had the most extensive and complete maintenance possible, including new pistons only 5,000 miles ago, brakes and clutch refined, etc., etc., within the last 15,000 miles; probably the best car of its year available, will accept £1,195.—**Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 5294.** [5092]

BENTLEY (PRE-1931)

BENTLEY 1921 3½-litre racing 2-seater, body perfect, offers.—17, The Dock, Lye, Stourbridge, Worcs. [5810]

Bentley Cars Wanted

CASSELL MOTOR MART require good Bentleys.—**5, Warren St., W.1. Eus. 4110/3523.** [W1040]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted
URGENTLY required, post-war Bentleys with good history.
ATLWOOD GARAGE, Altwood Rd., Maidenhead.
Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 5076. [W1107]

MASCOT MOTORS, Ltd., offer best prices—237, Kensal Rd., W.10, Ladbroke 1231-2. [W3007]

1939 overdrive Bentley saloon; full particulars, please—Box 7944. [W3060]

BENTLEY Continental wanted, about 1954/56, Martland Hermitage, Rufford, near Ormskirk, Lancs. [W3070]

R-type T.N. series, low mileage.—**Chipstead Motors**, Ltd., 142, Holland Park Ave., W.11. Park 3445/6. [W1046]

VINTAGE 3 & 4½-litre open models wanted.—**Automo**, Ltd., 229, West End Lane, Hampstead, N.W.6. Ham. 5430. [W1150]

1953/55 Bentley saloon wanted, cash or exchange. —Euston 7889. Pedigree Cars, 340, Euston Rd., N.W.1. [C3093]

ROWLAND SMITH'S, the Bentley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

POST-WAR Bentley required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W3030]

DUNCAN HAMILTON & Co. urgently require post-war Bentleys.—53, High Rd., Byfleet, Surrey Byfleet 3101. [W1091]

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

WANTED, Several Mk. VI Bentley cars; write, stating condition and lowest cash price.—Georgian Lodge, Arlington Avenue, Goring-by-Sea, Sussex. [W4027]

ARNSTON MOTOR Co. Ltd., want to purchase 1949/1952 Bentley s.s. saloon, highest price for really well kept car.—28, Albemarle St., London, W.1. Hyde Park 9323. [W1109]

WEYBERRIDGE AUTOMOBILES, Ltd., official re-tailers, attractive prices paid for low-mileage post-war Bentley cars.—Queens Rd., Weybridge, Tel. 2233. [W3040/R]

BENTLEY or similar used car wanted for cash up to £1,500, required about middle September 1958, must be in first-class order; no dealers.—Write Box Z.O.949, Descons Advertising, 36, Leadenhall St., London, E.C.3. [W3763]

Bentley Spares and Service
JACK BARCLAY (SERVICE), Ltd. See page 89. [W1082/R]

CHARLES FOLLETT, Ltd., officially appointed re-tailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [W093/R]

ALL spares, new and secondhand, for all pre-war Rolls, Bentley cars; all repairs and service; specialists in the repair to damaged engines.—Crompton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [W4040/R]

BERKELEY
1958 Berkeley de luxe 492cc. 700 miles, taxed; £630.—Johns, Euston 2393. [W5896]

1957 322cc Berkeley, blue, 5,000 miles, just completed overhaul; £310.—Thatcher, 69, Risca Rd., Newport, Mon. [W5615]

Bentley Spares and Service
ARNSTON MOTOR Co. London distributors. Showrooms: 28, Albemarle St., London, W.1. Spares and service: Steels Rd., Haverstock Hill, N.W.3. [W1109]

BOND MINICAR
MPHW SALES, Ltd., Bubble and Miniature car specialists; New and Used for immediate delivery; call 23, Piccadilly. Gerrard 6035, 106, Holland Park Ave. (Just by Shepherd's Bush Green), 67, Goldsworth Rd., Woking 5231. [W0643/R]

Bond Minicar Wanted
ROWLAND SMITH'S, the Bond buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

B.M.W.
1957 model V8 B.M.W., 2.6-litre 4/5-seater de luxe 501 saloon, f.h.d., colour red, beige leather, Becker Mexico radio; £1,550.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. Hounslow 0011. [C2015]

BORGWARD
REG. TIMMS, your Beds and Bucks distributors, offer:

1957 (August) Borgward Isabella T875 saloon, aero blue with red interior, heater, very low mileage, one careful owner, maintained by us from new and offered with full warranty; £1,155.

1957 (July) Borgward Isabella T875 saloon, dark metallic blue with blue matching interior, fitted with heater, radio, wing mirrors, spot lights, Arbarth exhaust, etc., one fastidious owner, maintained by us from new, offered with full warranty; £1,175.

1955 (June) Borgward Isabella saloon, black with red interior, fitted with radio, heater, mirrors, screenwashers, Arbarth exhaust, etc.; this is easily the best used 60 ever offered with full warranty and confidence at £795.

1955 Borgward Isabella saloon, cherry red with beige interior, fitted with screen washers, Marchal spot lights and other extras, one owner; offered with full guarantee at £795.

HIRE purchase and part exchanges, demonstrations anywhere, any time.—16, North St., Leighton Buzzard, Beds. Tel.: Showrooms 2561, O.Cee 2496. [C4140]

1954 Borgward Hansa 1800D diesel saloon, black/red interior, two owners, over 50 m.p.s.; £785.—Hebden Knee Motors, Ltd., Trowbridge 2361. [W3761]

BORGWARD
!!! Estate: 1956 Borgward Isabella Combi estate, blue, whitewalls, radio, heater, outstanding condition; £950.

!!! Estate: 1956 Borgward Isabella Combi estate, exceptional condition, maroon, beige interior, only used as private car, recorded mileage 11,000; £995.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3006]

RODNEY HOWARD & Co., Ltd., sole London distributors for Borgward, offer all new models from stock, including:—

1957 Borgward T875, dark blue with blue upholstery, fitted Arbarth two exhaust system, one owner, low mileage; £1,145.

1957 Borgward T875, silver grey with red interior, fitted radio, heater, twin spots, etc., nominal mileage, in outstanding condition; £1,095.

1955 Borgward 2400 4-door saloon, black with black hide interior, fitted radio, heater and a host of other extras, one owner, 9,000 miles only, in most beautiful condition throughout; £1,095.

1955 Borgward 60, black with red interior, fitted radio, new tyres, just resprayed, first-class condition; £845.

1955 Borgward 60, grey with red upholstery, fitted radio, new tyres, just resprayed, first-class condition; £845.

1955 Borgward 60, nylon grey with red roof, in excellent condition; £845.

DEMONSTRATIONS anywhere, any time, hire purchase, part exchanges.—16, Albemarle St., London, W.1. Tel. Hyde Park 7166-1527. [C2136]

1955 Borgward Isabella 1500, 34,000 miles, mechanically sound, interior excellent, need repaint externally; £680.

ALFRED BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath, Herts., Bushey 3282. [C1119]

Borgward Cars Wanted
RODNEY HOWARD & Co., Ltd., are interested in all good used Borgwards.—18, Albemarle St., W.1. Tel. Hyde 7166. [W0953/R]

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

Autocar

each week and will see YOUR advertisement.

BRISTOL

ANTHONY CROOK—Largest distributors in the world; new Bristol 408 as described in this issue available for reasonable delivery.
A CHOICE of over 20 used Bristols actually in stock; usually we have examples of all models ever produced; any make in exchange, special b.p. rates; expert after-sales service.—Anthony Crook Motors, Escher (Tel. 4580) and Hershman (Walton-on-Thames 687). [C1063]

R. F. FUGGLE, Ltd., Bristol distributors, offer:—

1956 405 Bristol saloon, one owner Bristol maintained, 29,000 miles; £2,400.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

1952 Bristol 401 saloon, radio, excellent condition; £850.—H. E. Griffin, Ltd., Haywards Heath 395. [W5776]

BRISTOL 1952 401, with 403 modifications, Hungarian green, superb condition, radio, heater, etc., a real specimen; £1,075.

CHARLES CRUTCHSHANK MOTORS, Bristol specialists, The Centre, Bristol, Tel. 28763. [W5782]

1948 Bristol saloon, magnificent condition, superb performance, many extras, radio, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1953 Bristol 401, small mileage, Heather/beige interior, whole car as new, bargain; £1,065.—Silverthorn Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011]

J. H. BARTLETT—Bristol Parina drop head coupe, very rare and attractive car, cost new £4,500; now offered at £775.—27, Pembroke Villa, W.11. Bayswater 0523. [C1013]

1950 model 400, complete engine, gear box, steering and brakes reconditioned 5,000 miles ago, mechanically A1, Bristol metallic red, unmarked; £575 o.n.o.—Elmbridge 4376. [W4964]

CDAR SERVICE STATION, Ltd., Fareham, Bristol distributors, Hants, Dorset and Wiltshire, welcome your inquiries for new and second-hand Bristols; part exchanges, deferred terms.—Tel. Fareham 2277. [W0996/R]

BRISTOL

405 1956 series (regd. 8.11.55), ash grey with Egyptian brown upholstery, Michelin 818 tyres, radio, heater, one fastidious owner; £2,300.—Bolton of Leeds, Ltd., 120, Albion St., Leeds, 1. Tel. Leeds 36036. [W5759]

545 gns.—Bristol late 1949 2-litre Type 400 sports saloon, grey, fawn leather, radio, heater, screenwashers, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016]

Bristol Cars Wanted
ROWLAND SMITH'S, the Bristol buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Bristol Spares and Service
R. F. FUGGLE, Ltd., Bristol spare parts and Service.—Bushey Heath, Herts. Tel. 1685. [W32017]

B.S.A. Spares and Service
BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail—161, Gt. Portland St., W.1. Langham 7733. [W1044/R]

BUCKLER
1953 Buckler Mark X 2-seater, Ford 1172 record engine May 1958, new hood; £350.—32, Meyrick Rd., Sheerness, Kent. [W6011]

BUGATTI
CHIPSTEAD MOTORS, Ltd., offer:—

TYPE 49 2-door sports coupe, dual red and black, engine just stripped and rebuilt, aluminium wheels; £395.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]

Bugatti Cars Wanted
ANY type if original.—C. Arnold, 8, Homestead Way, Northampton. [W5409]

Bugatti Spares and Service
SPARES only.—J. Lennon Burton, Edgware Rd., N.W.2. Gladstone 7677. [W0071/R]

BUICK
SCOTT CARS offer:—

1955-6 Buick Century, hydramatic transmission, power brakes, power steering, radio, heater, in pale blue and ivory, this car is equal to new.

1952 Buick right hand drive, radio, heater, in excellent condition throughout.

1951-2 Buick special saloon, radio, heater, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

ERIC WILLIAMS, Ltd., OF WORCESTER, offer:—

WHAT we consider the most well-kept low mileage pre-war Buick Viceroy NA series Light 8 saloon, in the country today; this magnificent vehicle has been in the original owner's hands since March 1935 when it was first registered; the guaranteed total mileage to date is 29,000 miles only; the colour which is dark blue is in original and unmarked condition, as is the whole of the chrome plating; the interior is trimmed in real leather, also blue, the condition of which has to be seen to be appreciated; all the instruments are in full working order; the only non standard equipment on the vehicle are the road wheels, which the owner had changed at considerable expense from the spoke type to later type easy clean, which in our opinion makes the car more attractive; the car is taxed until the end of the year; the tools, instruction book, spare parts book, etc., are all complete with the car; we invite any inspection of this magnificent vehicle, which you could be the proud owner of for £425.

ERIC WILLIAMS, Ltd., Pierpoint St., Worcester. Tel. 5786. [W6111]

1954 Buick Special gull grey 4-door sedan, automatic transmission, radio, heater, 27,000 only; £1,175; seen after 4 p.m. August 31.—Call Bushey Heath 3111. [W5817]

Buick Cars Wanted
THE Buick buyers.—See under American Cars.

SIMPSON'S—Wem. 8691/3903/4422. [W4015]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [W0303/R]

Buick Spares and Service
BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works Old Oak Lane, Willesden Junction, N.W.10. Tel. Edgar 7911. [W4141/R]

CADILLAC
MAYFAIR COUNTRY CARS offer:—

FLEETWOOD, superb condition, very low mileage, well maintained; £1,250.—47, Montrose Ave., S.W.1. Belgrave 5854. [W3006]

CADILLAC 1951 in blue Hydramatic drive, very good condition; £575.—Tel. Leeds 44771. [W5992]

1951 Cadillac coupe de ville, 2-door pillarless, ocelot seat covers and many other extras; £780.—Tel. Acorn 7860.

1956 Cadillac Special 60, power brakes, power steering, automatic transmission, power-operated windows and seat, radio, heater, automatic in excellent condition, as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1950 Cadillac 2-door hard top coupe, automatic, self-seeking radio, heater, outstanding condition, 35,000 miles only, £795; also 1948 Cadillac convertible, £475.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4888. [C4028]

Cadillac Cars Wanted
THE Cadillac buyers.—See under American Cars.

SIMPSON'S—Wem. 8691/3903/4422. [W4015]

JOE THOMPSON (MOTORS), Ltd., require Cadillacs, 91-95, Fulham Rd., S.W.3. Kensington 4888. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [W0304/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Spares and Service
CADILLAC sole concessionaires: Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0012/R)

SCOTT CARS offer:

1954 Chevrolet de luxe, radio heater, one owner, immaculate.

1952 Chevrolet de luxe, radio, heater, outstanding condition.

1950 Chevrolet, radio, heater, choice of 3; from £245.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

Chevrolet Cars Wanted

THE Chevrolet buyers—See under American Cars.

SIMPSON'S, Wem, 8691/3903/4422. (W4015)

Chevrolet Spares and Service
CONCESSIONAIRES for the United Kingdom, hold good stock of spares, same day service.—B. & C. Concessions, Ltd., 46/50, Gloucester Avenue, Regent's Park, N.W.1. Primrose 0161. (0677/R)

CHRYSLER

1957 Chrysler De Soto Fire-Sweep, right hand drive, radio, heater, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

1939 Chrysler Wimbledon, black, red interior, excellent general condition; £165.—London Cars, 592, Greenford Road, Greenford, Middx. Wuxlow 2643/4407. (C2057)

Chrysler Cars Wanted

UTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles—59/65, Belzise Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. (0643/R)

THE Chrysler buyers—See under American cars.

SIMPSON'S, Wem, 8691/3903/4422. (W4015)

Chrysler Spares and Service

UTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange/reconditioned units in stock—59/65, Belzise Rd., N.W.6. Mal. 5555/2155. (0495/R)

CITROEN

LEX, The Ace.

CITROEN Distributors, London, N.W.10, and County of Hertfordshire, offer the largest selection of used Citroens in the country at prices ranging from £290 to £1,375.

FOUR months warranty.

LEX, The Ace, North Circular Rd., London, N.W.10. Elgar 5585-9. Week-days 9 a.m. to 7 p.m. or by appointment. (C3134)

LEX, N.W.10. Elgar 5585-9. Week-days 9 a.m. to 7 p.m. or by appointment. (C3134)

CNK MOTORS offer:

1955 Citroen 6H, sunset grey, every extra: £745.

1952 Citroen Light 15, grey, superb; £465.

1949 Citroen Light 15, black/yellow wheels, outstanding; £585.

ALL with 3 months' written guarantee.

CNK MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. (C1052)

CONNAUGHT ENGINEERING,

SIND.

DISTRIBUTORS DS, ID, and 2CV, demonstrations 7 days a week.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey, Ripley 3122. (C1132)

CITROEN 2CV cabriolet 1954: £310.

CITROEN Big 15 sal., 1954: £595.

CITROEN Big 15 sal., 1953: £475.

CITROEN 6 cyl. sal., 1954 series: £495.

THE above fully guaranteed cars are offered by Norman's of Westminster, Vic. 2211. (5934)

SEE Noel Roscoe, Ltd., Showroom Window on Park St. (C5137)

1949 Citroen Light 15, in superb condition, heater; £299.

PREMIER MOTORS, 295, Lewisham High St., S.E.13. Les Green 1051. (C3083)

T. W. HOLLIDGE Ltd., Citroen agents, sales, service—64, London Rd., Kingston 6201-2-3. (C2124)

1958 Citroen DS19, ivory/red, 15,000 miles, quite as new; £1,365.

WORKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey, Woking 4277. (C4057)

1952 Citroen 6, one owner, reconditioned engine, radio, excellent; £375.—Tel. Mol. 3993. (5767)

A FANTASTIC 2CV—See Lockhart's classified advertisement this issue under Continental Cars.

CITROEN Light 15 saloons, choice of 2 from £275.—Cornwall Garage, Stratford Rd., W.8. Western 2616. (C1162)

WORTHINGTON MOTORS, Ltd., always have guaranteed used Citroens—Broadwater Rd., Tel. Worthing 71. (0702)

CITROEN Light 15, 1951, reconditioned engine only 3,000 miles, bodywork excellent, black; £380; owner going abroad.—19, Doveclade Rd., S.E.22. For. 6022.

1952 Citroen Light 15, black, red interior, good condition throughout; £445.—Fairgreen Motors, Ltd., 34-37, Upper Green Heath, Mitcham, Tel. Mit. 3535 and 6153. (C2139)

1952 Citroen Light 15 in superlative order throughout, light grey, cream wheels, fitted windshield washers and heater, red leather upholstery; £395.—Cut Mill Garages, Ltd., Bosham, Sussex, Tel. Bosham 2217. (5496)

CITROEN

T. N. KENDALL & Co., Citroen agents, sales and service.—26-30, Portman Close, W.1. Welbeck 4732. (2739)

CITROEN DS19 1957 model, 8,000 miles only, this car is in ex-works condition throughout, terrific saving from list; £1,275.—Lincoln Street Motors (Bham), Ltd., 1a, Lincoln St., Balsall Heath, Edgboro 3751-2-3. (6020)

1950 (Sept.) Light 15, black, sun roof, 2 owners, reputed recent engine and front end overhaul, new clutch, well above average; £345; h.p. available.—Shepperton Garage, Station Approach, Shepperton, Walton-on-Thames 2411-2. (5065)

225 gns.—Citroen Light 15 October 1949 saloon, grey, sliding head, brown leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

C. G. NORMAN (WESTMINSTER), Ltd., Citroen sole distributors for London, Essex and Kent; service, spares and replacement units, fully guaranteed used models, at competitive prices, always in stock—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. (0756/R)

Citroen Cars Wanted

LEX, The Ace.

ARE always in the market for good used Citroens.

LEX, The Ace, North Circular Rd., N.W.10. Elgar 5585-9. (W3134)

ROWLAND SMITH'S, the Citroen buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

CNK MOTORS urgently require Citroens, all models—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. (W1052)

Citroen Spares and Service

BALES OF CROYDON, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 1311-2. (0187/R)

LEX GARAGES, Ltd., Ace Corner, North Circular Rd., N.W.10. Elgar 5585-9.

COMPREHENSIVE range of Citroen spares in stock and specialised service and maintenance. (83134)

SHRIMPSTON'S MOTORS, Ltd., distributors, W.4. Sales, spares and service; 137-143, High Rd., Chiswick, W.4 Chiswick 6159 and 2065 (night). (0727/R)

CITROEN sales and service by highly skilled and experienced mechanics of long standing.—B. & M. Garages, Ltd., 42, St. Michael's St., Paddington 6877. (0569/R)

FOR quick service and good sales in Central London for your Citroen, consult the Lorraine Engineering Co., Ltd., and ask for Mr. Hammond, 29 and 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464/6474. (S1086)

CONTINENTAL CARS

LOCKHART'S SERVICE DEPOT, Ltd., the Peugeot distributors, offer:

CITROEN 1954 2CV cabriolet, one owner, wireless, literally loaded with extra; £265.

PEUGEOT 1954 405 saloon, one owner, blue, maintained solely by us; £1,025.

PEUGEOT 1956 203 saloon, one owner, grey, 14,000 miles; £635.

PORSCHE 1956 series 1600 super fixed head coupe, wireless, Michelin X; £1,450.

RENAULT 1957 (July) Dauphine saloon, red, one owner, wireless, windshield wash; £595.

LOCKHART'S, the Peugeot distributors, terms, exchanges—12/16, Chiltern Rd., Dunstable, Tel. 1885/114. (C3122)

CONVERTED CARS

1957 Minor 1000 saloon, 2-door with heater, birch grey, nice condition; £542 10.—Motortune, Ltd., Jav Mews, London, S.W.7. Knightsbridge 5502.

DAIMLER

CROFTON GARAGES, Ltd.

1952 Daimler Consort, heater, demister, windshield washers, cigar lighter, preselector gears, finished in black, brown leather, upholstery; £525.—132, Whitechapel Rd., Bishopsgate 3393. (C1139)

CHIPSTEAD MOTORS, Ltd., offer:

ROADSTER streamlined 2-seater, late 1954, recorded mileage 24,000 only, immaculate in grey with blue leather extras; £965.—142, Holland Park Ave., W.11. Park 3445-6. (C1046)

GUY SALMON AUTOMOBILES offer:

1956-7 Daimler 2½-litre Century 3-seater drop head, 15,000 miles only, one owner, faultless condition; £1,395.

1952 Daimler Consort saloon, superb condition, an excellent example of this famous marque; £495.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C3001)

MOTORS & PLANT (PETERBOROUGH), Ltd.

1955 Daimler Conquest convertible, green with power-operated hood, one owner, excellent order; £1,025.

NEWARK RD., Peterborough, Tel. 5558. (9011)

CASS'S MOTOR MART offer the following guaranteed Daimler cars:

1955 Conquest saloon, blue, radio and heater, 53,000 miles, one owner.

1949 saloon, black, radio and heater, faultless—5, Warren St., W.1 Euston 4110/3523. (C1040)

CHARLES FOLLETT, Ltd., officially appointed Daimler retailers.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

1955 Daimler Century saloon, green and cream with beige interior; £895.

PASS & JOYCE, 184, Great Portland St., W.1 Museum 1001. (C3039)

DAIMLER

DAIMLER 2½-litre d.h. coupe, 1949, aluminium body by Barker; £325.—Tel. Radlett 6145. (5961)

1951 Daimler with beautiful Empress saloon by Hooper, one owner, very well maintained; £1,175. (C4036)

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1 Gro. 6881. (6119)

AZ MOTORS offer: 1952 Consort, one owner, beautiful condition, sacrifice; £485.—Palmerston Rd., N.W.6. Mai. 4723. (C1011)

CAMDEN MOTORS for Daimlers, see selection from our stock on full page advert, page 40 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. (C1035)

STRATSTONE, the leading Daimler agents for 35 years, have a comprehensive stock of all types of good used Daimlers.—Stratstone 40, Berkeley St., W.1.

1954 (Sept.) Century, green, underskinned, one careful owner, only 30,000 miles; £865.—Campbell Symonds, Wembley 6262. (C1037)

DAIMLER 15, Pre-war, showroom condition, convertible, 75mph, radio, covers; £145; photographs.—Hunt 0551 daytime, Leonard 5838, evening. (6119)

SEVEN-PASSENGER, 1947/1952, DE 27/36 privately owned Hooper limousines; see our detailed descriptions under limousines.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker St. station). Welbeck 111. (C1103)

1953 (April) 2½-litre Daimler Consort saloon, black, brown interior, a low-mileage and one owner, in very nice condition; £545.

1949 2½-litre Daimler saloon, black, brown interior, low mileage, in very good condition throughout; £365.

AUTO TRADING Co., Ltd., 24/30, Shirley Rd., Southampton. Tel. 27431. (5710)

1953 (July) Consort saloon, black, brown hide upholstery, low mileage, chauffeur driven, quite exceptional condition, guaranteed; £395.

INDSA & BROS., Ltd., Routes Group Area, Dealers, 1925, High Rd., North Finchley, N.12. Tel. Hillside 1022. (5850)

CENTURY saloon, 1956/57, fluid flywheel or automatic transmission, low mileage, one owner.—Spink, Ltd., Daimler House, Bournemouth. (5719)

£525!! 1952 Daimler Century, low mileage, one owner, 34,000 miles since new and recently overhauled, the finest on offer.

LAMBS OF WOOD GREEN, (Established 1897)—100 cars; 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. (C2062)

DAIMLER 2½, '50 reconditioned engine, recollused black, new battery, radio, heater, etc., as usually maintained, unsurpassed condition, viewed anywhere by arrangement; £450.—Tel. Haverfordwest 189. (5750)

1957 Century Mark II saloon, fluid drive, black with brown leather, special fittings giving exceptional economy, demonstration model, under 15,000, sole private owner considering part exchange for 104.—Seen Reading, Box 7965. (5698)

DAIMLER 104 saloons available for immediate delivery, demonstrations on all models including the new Majestic upon request, write—Ralph Clegg, The Coventry Motor Mart, Ltd., London Rd., Coventry, or Tel. Coventry 22146. (0444)

ROSE & YOUNG, Ltd., offer 1955 Daimler Conquest Century convertible, very low mileage, one owner, power operated hood, indistinguishable from new; £965.—65-69, Stenhouse Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station.) Tulse Hill 6464. (C3057)

1953 (June) Daimler Conquest saloon de luxe, etc., taxed, moderate mileage and in excellent condition throughout; £545.—Altwood Garage, Altwood Rd., Maidenhead. Tel. Littlewick Green 70, evening 3000 week-ends. Littlewick Green 3076. (C1107)

425 gns.—Daimler late 1950 2½-litre Consort de luxe saloon, blue, blue leather, preselector, radio, heater, screen washers, excellent condition, written guarantee; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1949 Daimler Tickford 2-seater drop head coupe, this car is in really unbelievable condition throughout, two owners from new and maintained in really superb condition, fitted with chrome pass lamps and chrome direction lamp fitted to door pillar, the twin chrome exterior mirrors, heater, demister, finished in a most beautiful shade of light green with tawn leather interior and hood to match, a most beautiful specimen; £455, terms.

MAIDSTONE ENGINEERING Co., Smethurst St., Maidstone, Manchester, 6, Pendleton 3457. (C3000)

ALPE & SAUNDERS, Ltd., require DE.36 or 27th Saloons or Limousines in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2341. (W1036)

ALMOST new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885.

ROADSTER 1955 57 2½-seater, low mileage.—Chippstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445-6. (W1046)

DAIMLER 1956 7 Century saloon, grey small mileage, private buyer.—Bryant, 15, Bassett Heath Avenue, Southampton. (5336)

ROWLAND SMITH'S, the Daimler buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

NEARLY new or small mileage Daimler wanted.—Green & Zoni, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 3325-6. (W2026)

XXX Excellent cash price offered for good Daimler.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

A DAIMLER area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used models.—The Coventry Motor Mart, Ltd., London Rd. Tel. 22146. (0445)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Daimler Spares and Service

DONALD VINCE OF CROYDON Service and Sales Specialists for Daimler and Lanchester—Kiddminster Rd., Croydon. Tel. 5775 and 1147-8. [0688/R]

DEBNAM MOTORS have been Daimler and Lanchester specialists for 45 years; only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Knl. 0421. [0156/R]

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services Daimler cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7501/7521. [0236/R]

DELAGE

1939 Delage D6/75 saloon by Coachcraft in blue, red interior, twin Windstoms, extremely attractive car, taxed December; £350.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Ham. 3450. [C1150]

D.K.W.

(October) **D.K.W.** de luxe 4-seater fixed head coupe, Pearl grey, one owner; £630.

AFN Ltd., D.K.W. concessionaires.—Falcon Works, 400, London Rd., Isleworth, Middx. Hounslow 0011. [C2015]

DKW sales and service.—B. & M. Garages, Ltd., 42, St. Michael's St. Pad. 6877. [0016/R]

J. H. BARTLETT—D.K.W. 1956 2-door saloon, special sunshine roof, radio, Michelin X tyres, exceptional condition; £725.—27, Pembridge Villas, W.11. Bayswater 0523. [C1015]

1956 D.K.W. Sonderklasse saloon, R.H.D. radio, new condition throughout; £695; exchanges, etc.—Wessox Motors, Ltd., Andover, Hants. 340. Andover 2326. [C4087]

FIAT

H. C. PAUL, Ltd.

1957 Fiat 1100 saloon, grey/blue, one owner, 16,000 miles, £650; 1955 Fiat 600 saloon, green, one owner, 14,000 miles; £465.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

S&S MOTORS offer:—

Fiat agents.—All new models from stock.

S&S Fiat specialists; service, exchange units and spares.

—1955 600, one owner, many extras, perfect example, 3 months' guarantee; £475.

—1956 600, one owner, 12,000 miles only; £445; choice of 2.

—1956 1100, one owner, carefully used, 12,000 miles, radio and extras; bargain, £575.

London's Fiat specialists have several pre-war 500cc from £90; h.p. and insurance all above.—16, Leinster Terr., W.2. Pad. 6174. [C4090]

PETER BANTOCK CAR SALES offer:—

1954 Fiat 1400 diesel saloon, 55 m.p.g., one owner, very carefully maintained, l.h.d.; £475.—104, High Rd., Chiswick 2725/5870. [C1014]

MAYFAIR—New 1100s actually in stock.

MAYFAIR—New 600s actually in stock.

MAYFAIR—New 500s actually in stock.

MAYFAIR—Many highly selected used Fiats in stock with written guarantee.

MAYFAIR—1955 1400, £525; 1955 1100, £535; 1955 1100, £425; 1957 600, £495; 1955 600, £435.

MAYFAIR—1957 600 Multipla, 2-colour tan, one owner, certified 6,000 miles only, brand new and unscratched condition; £650.

MAYFAIR GARAGES, Ltd. Fiat Showrooms, Bishops Bridge Rd., W.2. Amb. 1061 9-6, Sats. 9-5. [C3009]

RICHARDS & CARR, Ltd. are always best value.

1957 1400 B saloon, many extras, immaculate in blue and grey, J. 2779.

1957 series 1100 saloon, light blue, immaculate throughout, heater; £595.

1957 500 convertible, 1958 engine modifications, 6,000 miles, almost new; £425.—55, Kinross Rd., S.W.1. Belgrave 3711. [C3045]

HUXFORD & SON, Ltd. offer the following new and used Fiats:—

NEW 600 and 1100; used 1958, 1957, 1956, 1955 600 models, 1957 Fiat 500.—West St., Porchester, Hants. Cosham 76770. Fiat distributors and enthusiasts. [C1227]

1950 Fiat 500cc ohv convertible, heater, economical; £225.—Tel. Mol. 3993. [5768]

1956-7 Fiat 600, beautiful 2-tone, radio, heater, wheel trims, low mileage; £475.

PREMIER MOTORS, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3083/1]

A STONISHINGLY reliable, black, 1934 Fiat Ardita, original condition, 24 m.p.g.; £75.—Speedwell 4191. [6114]

CVR—C. V. Rushmer Automobiles, official agents, immediate delivery new and guaranteed used models.

—1957 1100, choice of two from £625.

CVR—1957 600 saloon, showroom condition; £485.

CVR—1957 Multipla, one owner, 14,000 miles; £635.

CVR—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061]

FIAT 500C coupe, regd. 1954, excellent condition throughout, any trial; £290 o.n.o.; London area; Box 6045. [5843]

1955 Fiat 500 Belvedere station wagon, heater, as new; £399; h.p. 3 months' guarantee, exchanges.

PREMIER MOTORS, 4, Central Parade, Bromley Rd., Catford, S.E.6. Hither Green 3996. [C3093]

FIAT 500, 1957, exceptional machinery, tyres, battery, body, rarely as a cricket, heater; £155.—Mitchell, Sloane 8487. [5704]

!!! Estate: 1955 Fiat Belvedere estate, sun roof, really exceptional condition; £395.—Euston 7829. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3093]

FIAT

1956 Fiat 1400 saloon, midnight blue with haze blue interior, one owner, radio, heater, guaranteed; £675, all facilities, part exchange. J. S. MONRO, Used Car Specialist, Newbury Rd., J. Andover. Tel. 3006. [4580]

1957 Fiat 600, grey, 8,000 miles, guaranteed; £325.—Cricklewood Automobile Co., Shoot-up Hill, London, N.W.2. Glia. 4803. [5459]

SEVERAL Fiat demonstration models available, low mileage, perfect condition.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. [0076/R]

1955 Fiat Belvedere station wagon, grey/blue, de luxe model, low mileage, convertible roof, 50 plus m.p.g.; £485, exchanges, terms.—Bray Motors, 180-184, West End Lane, S.W.6. Hampstead 6490. [C1024]

JOHN S. TRUSCOTT, Ltd.—1956 model (delivered December 1955) Fiat 1100 saloon, grey, exceptionally well kept by one owner; £550, exchanges, deferred terms.—173, Westbourne Grove, W.11. Bayswater 4274. [C4035]

£435—Fiat 500 1954-5, very rare cash station wagon, sun top, magnificent condition, beautifully maintained, 50mpg; many others; we welcome A.A. or R.A.C. exams; hire purchase and h.p. a/c settled; from 1/5 deposit, balance 12, 18 or 24 months to pay; delivery anywhere if required, cash waiting for your car, if you wish to sell.—1, Clarendon Rd., W.11. Park 5066-7, 9 a.m. to 6 p.m. Monday to Saturday, (50 yds. Holland Park Tube.) [C1017]

Fiat Cars Wanted

GOOD price paid for late Fiat 500.—Tel. Mol. 3995. [5769]

1955 and later models urgently required.—35, Kinnerton St., S.W.1. Belgrave 3711. [0805/R]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Bishops Bridge Rd., W.2. Amb. 1061. [W2000]

GOOD Fiat required immediately.—G. Edwards Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

PRIVATELY—1955-6 Fiat 600.—Tel. Normansville, Temple Bar 4455 (day), Hampstead 0807 (evening). [5987]

ROWLAND SMITH'S the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

S&S MOTORS pay more for any Fiat; distance to purchase no object.—18, Leinster Terrace, W.2. Paddington 6174. [W4090]

CVR C. V. Rushmer Automobiles must have good Fiat; top prices.—45c, Holland Park Mews, W.11. Park 5731. [W3061/R]

Fiat Spares and Service

S&S MOTORS, London's largest Fiat stockists.—Pad. 6174. Service and repair workshops, fully equipped trained mechanics.—Bay. 1644. [0145/R]

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0809/R]

PREMIER MOTORS, main London dealers/distributors for Fiat spares, accessories and service; open 9 a.m. to 6 p.m., Monday to Saturday.—295, Lewisham High St., S.E.13. Lee Green 1051. [R3083]

FIAT 500, 1100 spares, full range, reconditioned units, metric spanners, modified high performance cylinder heads 600, 1100, 508C, in exchange; £15/10.—Derrington, 159-161, London Rd., Kingston, Surrey 5621-2. [S1071]

FORD ANGLIA

A1 at Brown's.

1957 (Jan.) Ford Anglia de luxe saloon, black, red interior, many extras including heater and overdrive, taxed year, beautifully kept and maintained, A1 guarantee; £495; choice of 2 other 1956 standard models.

BROWN, Ltd. 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd. High Rd., Harrow Weald, Middlesex (opp. Bus depot). [0099/R]

R. HARDY & SON offer:—

1957 Ford Anglia de luxe, fitted heater, grey, grey upholstery, low mileage, on owner; £515.—52-55 Marylebone High St., W.1. Hunter 0942. [5860]

PHILIP RICKARDS, Ltd. offer:—

1957 (Nov.) Ford Anglia de luxe, black, heater, 9,000 miles only, perfect condition, part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

DAGENHAM MOTORS, Ltd. Ford main dealers.

A FINE selection of A1 Ford Anglia always available; 'phone for our list.—Used Car Dept., Perivale 3368. [C1066]

1956 Ford Anglia, 15,000 miles only; £475.—Hale Motors, Tot. 7771. [C2077]

1956 Ford Anglia de luxe, heater, one owner, as new; £485.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 9676/7779. [C4016]

1958 model (November '57) Anglia, green, heater, twin spot lamps, one owner; £515.

1956 (December) Anglia, grey, heater, one owner; £460.

BRENT CROSS GARAGE, Ford Distributors, Hendon B Way, Hendon, N.W.4. Tel. Speedwell 1196-7-8. [C1097]

1957 Ford Anglia de luxe, fawn; £525.—Hale Motors, Tot. 7771. [C2077/1]

1957 Anglia de luxe, one owner, heater, spot light, green with beige upholstery; £525.—Campbell Symonds, Perivale 4456. [C1037]

1956 saloon, one owner; £465.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3001]

FORD ANGLIA

FORD Anglia May 1958, Dover white, 5,000 m.m., overseas visitor returning; £545.—Dr. Muskhams Overseas Club, Pre 6066. [5777]

WALTER SCOTT, Ltd.—1955 Anglia, black, heater, exceptional; £425.—39, College Cres., N.W.3. (Swiss Cottage Tube). Fri. 4466. [C4006]

1957 de luxe saloon, heater, one owner, black, immaculate; £515.—Bridge Motors, Leatherhead 2564. [C1136]

1956 Ford Anglia saloon, black, heater, excellent condition; £475.—Cattermole's (Garages), Ltd., 79, Fentonville Rd., N.1. Terminus 1001. [4735]

1956 (Sept.) Ford Anglia saloon, one owner, heater, —J. F. Dore, Ltd., 115, Addison Rd., Croydon, Addiscombe 3066. [C1076]

1953 Anglia saloon, heater, magnificent, guaranteed; £260; payments.—Vaughan, 17, Astwood Mews S.W.7. Fro. 1519. [C4078]

1947 Ford Anglia saloon, two private owners only, four new tyres, really excellent, taxed; £185.—348, King St., Hammersmith W.6. Riv. 2837-8. [C1310]

1955-56 Anglia 100E saloons, heater, guaranteed; from £395; terms, exchanges.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C1314]

1955 Ford Anglia saloon, fawn, heater, one owner, excellent condition; at £430.—Cattermole's (Garages), Ltd., 79, Fentonville Rd., N.1. Terminus 1001. [5640]

465 ens.—Ford new Anglia 1956 de luxe saloon, grey, chequered upholstery, heater, wing mirrors, excellent condition, written guarantee; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [W4018/R]

Ford Anglia Cars Wanted

GOOD 1946-1953 Anglia, cash available.—Harlow (Essex) 26479. [5796]

ROWLAND SMITH'S the Anglia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD POPULAR

A1 at Brown's.

1954 (Dec.) Ford Popular saloon, grey, blue interior, heater, trafficator, parcel tray, second engine, taxed year, A1, guaranteed; £295.

W. J. BROWN, Ltd. 339, Finchley Rd., N.W.3. Ham. 2284. [C1065]

G. B. HALL, Ltd. offer:

1957 Popular, blue, undemolished, heater, many other extras; £395.—302/306, King St., W.6. Riverside 2881. [C2100]

J. DAVY Ltd. Ford dealers.

1958 Popular, one owner, 7,000 miles, in new condition at £60 saving; £380.

180-184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Km. 4215. [C1069]

£335—1956 Ford Popular.—Below.

£305—1954 Ford Popular.—Offord, 67, George St., W.1. Welbeck 6899. [C3115]

WARWICK WRIGHT, Ltd. offer:—

1956 Ford Popular saloon, black, heater; £355.

WARWICK WRIGHT, Ltd. 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

PERRY'S OF BOWES ROAD offer:—

1957 Popular, fawn, red upholstery, excellent condition; £365.

W. HAROLD PERRY, Ltd. Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

ALLAN TAYLOR MOTORS, Ltd. offer:—

1954 Popular, low mileage; £290.

1956 Popular, low mileage; £325.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). [C4104]

DAGENHAM MOTORS, Ltd. Ford main dealers.

A FINE selection of A1 Ford Popular cars always available; 'phone for our list.—Used Car Dept., Perivale 3368. [C1066]

1956 Popular, fawn, one owner, loose covers; £325.—E. J. Baker (Dorking), Ltd., 273, London Rd., Staines 4211. [5725]

1954 Ford Popular, black, heater and many extras, fine condition; £265; terms.—Hillside 9502 or 8775. [6006]

1954 Ford Popular, in very good condition throughout; £275.—Cavendish Motors, Cavendish Rd., N.W.8. Willesden 9046. [C1131]

£335—1955 Ford Popular saloon.—Cannons Park Motors (adjoining Cannons Park station) Whitechurch Lane, Edgware. Edg. 1387. [C1167]

1954 (November) Ford Popular saloon, black, taxed, excellent condition; £290.—Cattermole's (Garages), Ltd., 79, Fentonville Rd., N.1. Terminus 1001. [4736]

1958 (June) Ford Popular, less than 400 miles from new, fawn, many extras, taxed year; £395.—Maythorpe Motor Co., 42, Sydenham Rd., S.E.26. Tel. Syd. 6827. [C3135]

1958 Ford Popular, mileage 400 only, as brand new, full guarantee; cost £438; bargain £417/10.—348, King St., Hammersmith, W.6. Riv. 2837-8. [C1310]

295 ens.—Ford Popular 1956 saloon, fawn/red, heater, twin pass lights, chromed bumpers, parcel shelf, many other extras, written guarantee; choice of 6; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [W4018/R]

Ford Popular Cars Wanted

ROWLAND SMITH'S the Popular buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.
 PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow
 W. Weald, Middlesex (opp. Bus depot).
 ERIC HAYES, Ltd., offer:—

1956 (Dec. '55) de luxe Prefect, fitted heater, mirrors, an excellent specimen; £485—13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2035]

WARWICK WRIGHT, Ltd., offer:—

1956 Ford Prefect saloon, black, red and grey upholstery, heater, 21,000 miles; £325.
 WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningham 6050. [C4045]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Prefects always available; phone for our list.—Used Car Dept., Perivale 3588. [C1066]

1957 model Prefect, turquoise blue, immac., £550.—Pal. 1878. [5942]

1957 Ford Prefect saloon, black—Hale Motors, Tot. 7771. [C2077]

1957 Ford Prefect de luxe—Offord, 67, George St., W.1. Welbeck 8999. [C1115]

1957 Ford Prefect de luxe, green, heater; £575—Campbell Symonds, Perivale 4456. [C1037/1]

1956 black, radio, heater, underseated, 13,176 miles; £525—Campbell Symonds, Wembley 6262. [C1037]

1956 Ford Prefect de luxe, black, one owner, taxed, £485—F. L. Crammors, Tel. 2040 Potters Bar. [C1062]

1958 Newark grey, heater, 2,000 miles only. £375. Fullers of Coombe, Kingston By-Pass S.W.20. Maiden 3666-7. [C2113]

1956 Prefect de luxe, heater, mirror, taxed, one owner, £475—Bowmans Garage, Weybridge 3285. [C1143]

FORD Prefect de luxe 1956, Dorchester grey, red and grey upholstery, heater, garage service, h.p. can be arranged; £475—58, Oaks Court, Stevenage. [5791]

1956 (July) Prefect, heater, wing mirrors, one owner, £455—Hawlings, Tudor Garage, Ltd., 925-951, Fulham Rd., S.W.6. Renown 2281. [C4132]

1952 (Sept.) Ford Prefect, black, de luxe model, one owner, new engine 5,000 miles, excellent condition; £235, terms—Hillside 9502 or 8775. [1607]

1956 Ford Prefect saloon, one owner—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055]

1955 (March) Prefect saloon de luxe, heater, £445—Vandervell Bros., Ltd., 215, Haverstock Hill N.W.3. S.W. 4441. [C4067]

1956 Ford Prefect 1955, very well kept in every way, choice also of several Anglias; showroom order from £240—Jennings, Richmond 3568. [C1013]

1956 Ford Prefect saloon de luxe, in excellent condition—Cannons Park Motors (adjoining Cannons Park station), Whitechurch Lane, Edgware. Edg. 1387. [C1167]

1956 Ford Prefect saloon, one owner, heater, low mileage, in spotless condition—Arnold's Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167/1]

1957 Ford Prefect de luxe saloon, colour green, many extras, heater, etc., superior condition, licensed to December 1955—V. Robinson, Kimbolton, Huntingdon. Tel. Kimbolton 232. [5875]

1958 (April) de luxe saloon, 7,000, one owner, manumatic, as new, close ratio gear box, 4 branch manifold, underseated, heater, overriders, Ace Rimblefishers, special ratio spring very fast, cost £630, at £630; terms exchange—Fraser, Pri. 2647. [5874]

1955 Ford new Prefect 1956 de luxe saloon, duo-tone green, check upholstery, Alexander Layall Hi-Power conversion, overdrive, radio, heater, screen washers, wing mirrors, very carefully used, outstanding performance, written guarantee, terms, exchanges—Rowland Smith, below.

1956 Ford Prefect 1953 saloon, leather, care-fully used, written guarantee; choice of 2; terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

Ford Prefect Cars Wanted

NEARLY new Ford Prefect required; consider Anglia, Greenways, 81, Alfred Rd., Winchester. [W4087]

ROWLAND SMITH'S, the Prefect buyers; highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD ESCORT

AI at Brown's.

1957 (January) Ford Escort estate car, blue, interior to match, many extras, 15,000 miles only. AI guarantee. £515.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

1957 Ford Escort estate, beige with red, heater; £550—Richard France, Ltd., 245, High Rd., Tottenham 0353. [C2118]

FORD SOQUIRE

PARK MOTORS (KINGSTON), Ltd., offer:—

1956 Ford Soquire, heater, one owner, low mileage, immaculate, £435—187-193, London Rd., Kingston-on-Thames. Kingston 7610. [C5124]

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1957 Consul convertible, £495, fawn, radio, heater; £795, hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

GUY SALMON AUTOMOBILES offer:—

1957 (October) Ford Consul saloon, 8,000 miles only, heater, £525—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

AI at Brown's.

1955 (April) Ford Consul saloon, black, red interior, heater, 17,000 miles, AI guarantee, £550; another, 1954 (Oct.), in black, red interior, heater, taxed, AI guarantee; £465.

1956 (June) Ford Consul Mark II saloon, black, red interior, heater, under 20,000 miles, AI guarantee; £675.

1957 (June) Ford Consul saloon, blue, many extras including heater, town and country tyres, wing mirrors, safety flashers, etc., 11,000 miles only, beautifully kept and maintained, spotless condition throughout; £725.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

J. DAVY, Ltd., Ford dealers.

1957 Consul saloon, one owner, ivory, radio, heater, 6,950 miles, comprehensive guarantee; £695.

180—184, Kensington High St., W.8. Wes. 7181, 215, Brompton Rd., S.W.3. Knl. 4215, 68, North Row, Park Lane, W.1. Hyde 2311. [C1069]

1957 Mark II saloon, grey, heater, £695.

1956 Mark I saloon, black, red leather, heater, one owner, £575—Campbell Symonds, Perivale 4456. [C1037]

WOOD & LAMBERT, Ltd., Main Ford dealers.

1957 Consul Mk II saloon, black with red, white interior, heater, 12,000 miles; £695.

1957 Consul Mk II convertible, grey with red hood, carefully used; £775.

1956 Consul Mk I saloon, dark green, one owner, excellent example; £545.

49—Stamford Hill, N.16. Sta. 5454. [C4095]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Consuls always available; phone for our list.—Used Car Dept., Perivale 3588. [C1066]

1956 Ford Consul latest series de luxe saloon, immaculate and specimen condition, choice 3, LAMBS OF WOOD GREEN, (Established 1897)—100 cars, 3 months written guarantee, exchange, hire purchase—421-425, High Rd., Finchley. [C2052]

FORD Consul convertible finished Dover white, red hood and trim, heater, list.

R. W. I. Hyde Park 2952-3. [C3052]

1952-3 Ford Consul, radio, heater, excellent condition throughout; £425.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

1956 Ford Consul Mark II, one owner, heater, 2-tone paintwork, immaculate condition; £599.

PREMIER MOTORS, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3885]

1956 Ford Consul saloon, fitted heater, splendid bodywork and interior; £565.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2006]

1956 Consul Mark II, heater screen washer, excellent condition; £600—39, Morton Way, N.14. Pal. 2870. [5819]

1956 (June) Ford Consul Mark I, black, red leather, one owner, 21,000 miles, free warranty; £550.

1956 (November) Ford Consul Mark II, black, red and white interior, 16,000 miles, heater, excellent condition, full warranty; £650—H. E. Ladbroke 1155. [C3027]

WALTER SCOTT, Ltd.—1954 model Consul, black, heater; £415—39 College Cres., N.W.3. (Swiss Cottage Tube). Pri. 4466. [C4006]

1956 Ford Consul Mark II, perfect mechanical condition, heater, ivory saloon; £620—Tel. Purborough 255. [5848]

1956 Phase II Ford Consul saloon, excellent condition, choice of two—Le Grice Elers, 107 Old Brompton Rd., S.W.7. Kensington 2477. [C2085]

1957 Ford Consul convertible, blue; £785.

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1957 Ford Consul convertible, blue; £785.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

WM 1956 Zephyr Mark II convertible, grey, black, red hide, and innumerable expensive extras, one owner, 30,000 miles, superb condition in every detail; £550; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

!!! 1954 Ford Zephyr saloon, black/red leather interior, radio and heater, many extras, this car is in 1958 condition throughout, must be seen; £475.—Keston 7889. Pedigree Estate Cars, 340, Keston Rd., N.W.1. (C3093)

JOHN S. TRUSCOTT, Ltd.—1955 Ford Zephyr saloon, black, red hide, and innumerable expensive extras, one owner, 30,000 miles, superb condition in every detail; £550; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

1954 Ford Zephyr convertible, £200 worth of extras including power hood, radio, heater, Raymound Mays engine conversion, well above average; £540; terms, exchanges.—Avon Autos, 165, Uxbridge Rd., Hanwell, W.7. Ealing 4527. (S641)

745 gns.—Ford Zephyr 1957 Mark II saloon, Sarum blue, heater, wing mirrors, one owner, small mileage, unmarked, written guarantee; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

£445 !!!—Ford Zephyr de luxe saloon, July 1952, just recellulosed in 2-tone grey, red hide upholstery with tailored seat covers over, mechanically first class, two owners both local professional men, the car has been serviced by same Ford agents since new. Town and Country tyres, heater, Ace Rumbellishers. **HILLWOOD MOTORS**, 559-571 Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. (C2108)

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Zephyr buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

WANTED mid-September; Wing Cmdr. Symonds, c/o Officers' Club, St. Michael's Rd., Portsmouth, will pay cash best 1958 Zephyr. (4624)

FORD ZODIAC

LEX '58 Ford Zodiac automatic, 3,000 miles, radio; £1,075. FOUR months' warranty. (C4018)

LEX GARAGES, Ltd., 585, London Rd., North Cheam. Derwent 2266. (S581)

EFS offer:—Ford Zodiac, in spotless condition, blue and off-white; £565. (C2112)

1955 MOTORS, Ltd., Kingston By-Pass, Esher, Emmerbrook 3030. (C2112)

EFS at Brown's. (C2112)

A1 (June) Ford Zodiac Mark II saloon, black/ivory, 17,000 miles only, A1 guarantee; £750. (C2112)

1955 (April) Ford Zodiac Mark I saloon, c. 67,000, fawn, 25,000 miles; £565. (C2112)

W J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham 2264. (C1625)

1957 Ford Zodiac, dual tone; £725. (C4018)

MCCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/8306-8. (C3083)

WEYBRIDGE AUTOMOBILES offer:—1957 Ford Zodiac, Corfe grey, Norwich blue, one owner, 6,000 miles, immaculate condition throughout; £550. (C4094)

W EYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey, Weybridge 2233, extn. 19. (C4094)

HENLYS offer with 4 months' guarantee:—1957 Ford Zodiac saloon, overdrive, radio, heater, loose covers, fawn and grey with beige interior; £565. (C1605)

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. (C1605)

DAGENHAM MOTORS, Ltd., Ford main dealers. (C1605)

A FINE selection of A1 Ford Zodiacs always available, phone for our list.—Used Car Dept., Private 5368. (C1066)

1958 Ford Zodiac saloon, coral grey, nominal mileage, one owner, extras; £925. (C3052)

R IPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952/3. (C3052)

FORD Zodiac 1955, blue grey, 24,000 miles, taxed; £495.—Bowmans Garage, Weybridge 3263. (C1143)

1954-5 Ford Zodiac, heater, in immaculate condition throughout; £465. (C4016)

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

1955 Ford Zodiac saloon, heater, one owner, grey and green with grey and green interior; £595. (C3059)

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. (W339)

1957 Ford Zodiac saloon, black and ivory, one owner, taxed, exceptional condition; £678. (C1607)

1954 (October) Zodiac, heater, twin fog, new tyres, moderate mileage; £475.—Laburnum 1958. (S568)

1956 12,000 miles, Zephyr Zodiac; £565.—Davies Motors, Ltd., 554 London Rd., Ashford, Middx. Ashford 5671-2. (C1080)

1955 Zodiac saloon, finished black/ivory, radio, low mileage, excellent condition; £495.—Morley, 76, Cambridge Rd., Kingston. Kingston 955. (C3016)

1955 Zodiac, blue/beige, radio, heater, extras, excellent condition, one owner; £535.—Bertram Coven, Ltd., Hermitage Lane, Streatham, Pollards 2100. (C1154)

1956 Zodiac Mk. II saloon, blue grey, loose covers etc. one owner; £755.—Wood and Lambert, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3434. (C4095)

FORD ZODIAC

1957 Ford Zodiac, heater, radio, 10,000 miles only, absolutely as new; £825.—Cavendish Motors, Cavendish Rd., N.W.3. Willesden 9046. (C1121/1)

1957 (Oct.) Ford Zodiac saloon, ivory/black, one owner, 10,000 miles, Borg-Warner automatic, radio, taxed year, sold by us new at inclusive cost, £1,250; £925.—The Black Horse Garage, Ltd., 174-176, Sheen Rd., Richmond 6441. (C1118)

495 gns.—Ford Zodiac 1955 de luxe saloon, fawn/grey, leather, radio, heater, twin pass lights, screen washers, Ace Rumbellishers, one owner, excellent condition, written guarantee, terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

ROWLAND SMITH'S, the Zodiac buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

FORD (V.8)

H. C. PAUL, Ltd.
1950 Ford Pilot 80hp saloon, leather, radio, taxed 1956 year, excellent condition throughout; £265; 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. (C3040)

£295 !!!—1951 Ford Pilot, immaculate bodywork, spotless interior, recent overhaul, 10,000 miles, 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C3052)

ROWLAND SMITH'S, the Pilot buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

AMERICAN FORD

FORD Fairlane 1957 town sedan, r.h. drive, very attractive red and white; £1,700.—Stephens, 115, Church Rd., Norwood, S.E.19. Liv. 2265. (S595)

1956 right-hand drive Ford Customline automatic transmission, radio, heater, very low mileage, as new. (C4018)

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

THE Ford American and Canadian Buyers.—See under American Cars. (SIMPSON'S)—Wem. 8691/5903/4422. (W4015)

FORD MISCELLANEOUS
PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. (C3041)

CHARLES POLLETT, Ltd., officially appointed Ford retailers. (C2112)

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266. (C2112)

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

T. M. KENDALL & Co., Ford agents, sales and service.—36-38, Portman Close, W.1. Welbeck 4732. (S508)

ROWLAND SMITH'S, the Ford buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

NORMAND, Ltd.
THE best service ensures a longer car life. (C2112)

BRING your car to 405-9, King St., W.6. Riv. 5665. (0253)

ALLAN TAYLOR (MOTORS), Ltd.
HIGH St., Wandsworth, S.W.18. (C2112)

MAIN Ford dealers
LARGE stock of genuine Ford parts. (C2112)

VANDYKE 7222 (5 lines). (0514/R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6655), main Ford dealers, service and all spares. (0095/R)

FRAZER NASH
FRAZER NASH Millie Miglia, actual 1949 Motor Show car, first registered June, 1950, immaculate in B.R. aero screens, tonneau, hood and side screens, bills available for £440 for recent complete overhaul; £1,175.—A.P.N. Ltd., Falcon Works, 400, London Rd., Isleworth Middx. Hounslow 0011. (C2015)

FRANZ NASH-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Fraser Nash-B.M.W. buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

GOGGOMOBIL
BUY your Goggo from (C2112)

MAIN distributors, London and Middlesex, new and used Goggomobils for immediate delivery, spares and service. (C2112)

ANSELL & FISHER, 95-95, Old Brompton Road, London, S.W.7. Knightsbridge 7705. (0451/R)

TS coupe, 400 miles only, reg. July, green/white; £550.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 5641. (C3061)

PARKERS (MANCHESTER & BOLTON), Ltd.—Full range of all Goggomobil models, complete service and parts facilities.—176, Deansgate, Manchester. Tel. Dea. 4507. Bradshawgate, Bolton. Tel. Bolton 4080. (C3061)

MPHW SALES, Ltd., Bubble and Miniature car specialists: New and Used for immediate delivery; call 25, Piccadilly. (C2010)

HEALEY 1955 Healey Tickford saloon, genuine F-type chassis, a very fast car; £585; exchanges, cars, motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869/9334. (C4017)

HEALEY

SWANMORE GARAGE, Ltd., offer:—**1952** Healey Abbott drop head coupe, superb condition, a very fast and potent 4-seater with real economy; £545.—Christchurch Rd., Boscombe East, Southbourne 43544. (C4024)

HEALEY Tickford sal 1951, fast, well fitted, immaculate; £500 c.o.g.—Hatch End 9329. (S011)

£555 !!! Wonderful value, 1952 Healey 2½-litre Tickford sports saloon, this is the finest value obtainable, absolutely immaculate mint condition motor car. (C2058)

LAMBS OF WOOD GREEN (Established 1897).—100 cars; 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2058)

ROWLAND SMITH'S, the Healey buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

GOOD Healey required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

HEINKEL
MPHW SALES, Ltd., Bubble and Miniature car specialists: New and Used for immediate delivery; call 25, Piccadilly. (C2010)

6055, 186, Holland Park Ave. (Just by Shepherd's Bush Green), 67, Goldsworth Rd. Woking 5231. (0846/R)

CORNERFORDS for Heinkel, immediate delivery, other 3-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first-class service; terms.—Cornerfords, Oxford House, Portsmouth Rd., Thames Ditton, Surrey, Emmerbrook 5551 (6 lines). (0905/R)

HILLMAN
R OOTES
R OOTES
HAVE available a range of Hillman cars of very low mileage. (C2112)

DEVONSHIRE House, Piccadilly. (C2112)

GRO, 3401. (C2112)

BIRMINGHAM, 2. (C2112)

LOWER Temple St. (C2112)

CEN, 8411. (C2112)

MANCHESTER, 2. (C2112)

129 Deansgate. (C2112)

BLA, 6677. (0108/R)

EFS offer:—**1955** Hillman Minx convertible in black, better than average condition, taxed, heater, spot-light; £545. (C2112)

EFS MOTORS, Ltd., Kingston By-Pass, Esher, Emmerbrook 3030. (C2112)

G S. HALL, Ltd., offer:—**1955** Hillman Minx Mark VIII saloon, one owner, grey; £545.—302/306, Kins St., W.6. Riverside 2881. (C2100)

NOEL BELL, Ltd., offer:—**1958** (June) Hillman estate car, finished light gun grey, 900 miles only; £275. (C2112)

1958 (July) Hillman convertible, finished Fiesta blue, blue hood, works mileage; £285. (C2112)

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. (C1153)

ALTWOOD GARAGE offer:—**1955** (August) Hillman Minx Mk. VIII de luxe saloon, ohv engine, beige/red interior, heater, wing mirrors, etc., moderate mileage and guaranteed; £510. Also (series) 17/10/55 Hillman Californian hard top, blue/grey with duo tone interior, heater, etc., taxed year, moderate mileage and in almost new condition throughout; £575. (C1107)

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 5076. (C1107)

EATON MOTOR Co. offer:—**1958** Hillman Minx de luxe, seafront green and pearl grey, 8,000 miles, exact to new; £725. (C2114)

EATON MOTOR Co., Eaton Socon 236 (St. Neots). (C2114)

McKINNON MOTORS offer:—**1958** (August) Hillman Minx saloon de luxe, Series 2 2 tone, under 200 miles, taxed, new cost £820; special price; £775. (C2114)

1958 (August) Hillman Minx saloon de luxe, Series 2, single colour, under 200 miles, taxed, new cost £805; special price £760. (C2114)

McKINNON MOTORS, Ltd., "Langham House," 3, St. Andrew's Road, Wallington, Surrey. Established 1905. Tel. Wallington 5404. (C3030)

H A. SAUNDERS, Ltd., offer:—**1955** Hillman Minx saloon, black, beige upholstery, recorded mileage 30,096, heater; £510. (C4098)

H A. SAUNDERS, Ltd., 334-342, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). (C4098)

GREENHILL MOTOR Co., offer:—**1957** series II Hillman Minx convertible in Cloud white with red hood, heater, electric clock, underscaled, Ace Turbo discs, 12,000 miles, one owner, immaculate and as new; £765.—Marsh Rd., Finner, Middx. Tel. 9888. (C1125)

PARK MOTORS (KINGSTON), Ltd., offer:—**1956** Hillman Minx estate, two tone beige with red and beige interior, heater, many extras, one owner; £565.—167-195, London Rd., Kingston-on-Thames. Kingston 7610. (C1314)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN
WARWICK WRIGHT, Ltd., offer:—

1957 (November) Hillman Minx series II special saloon, black, red upholstery, heater, 7,000 miles; £695. [C4095]

1957 Hillman Minx Series I de luxe saloon, grey and green, heater, 11,000 miles; £695. 1956-58 models in different colours available, all low mileages.

1957 Hillman Minx Series I convertible, grey, red upholstery, radio and heater, 10,000 miles. £795; another in black, similar mileage.

1957 Hillman estate car, grey, red upholstery, radio and heater, 10,000 miles; £645.

1955 Hillman Minx Mark VIII saloon, black, red upholstery, heater, 20,000 miles; £565.

1956 Hillman Mark VIIIA saloon, green, beige upholstery, heater, 25,000 miles; £575.

1955 Hillman Mark VIII Californian, red and black, red upholstery, heater, 22,000 miles; £595.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

THE CONTAY MOTOR WORKS, Ltd.
1954 Mark VII saloon, heater, many extras; £480. —164a, Southwark Bridge Rd., S.E.1. Waterloo 6162-3. [C1174]

WARWICK WRIGHT, Ltd., offer:—
1954 Hillman Minx Mark VII saloon, green, fawn upholstery, heater; £485.

1954 Hillman Mark VII Californian, ivory and black; £525.

1953 Hillman Minx Mark VI saloon, green, fawn upholstery; £435.

1946 Hillman Minx saloon, black, heater £210.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

PERRY'S OF BOWES ROAD offer:—
1956 Series I Minx, radio, heater, Rapier-type head and exhaust, twin carbs, etc., ivory/yellow; £665.

1954 Hillman estate car, grey, very low mileage; £515.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

CENTRAL GARAGE (CROYDON), Ltd.
1958 Hillman Minx de luxe saloon, in black, one owner, £750 Central Garage (Croydon), Ltd., Pell Rd., Croydon 7464. [C1036]

GUY SALMON AUTOMOBILES offer:—
1957 (model) Hillman Minx convertible, Alexander conversion, overhead, 1957-58 model, 12,000 miles only, one owner, scintillating performance, faultless condition; £795.

1956 Hillman Minx Mark VIIIA Gay Look blue and ivory, leather, recently fitted new tyres, low mileage, really faultless condition; £545.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

JACK ALPE offers immediate delivery:—
NEW Hillman estate car, light gun grey, red upholstery.

NEW Hillman convertible coupe, thistle grey, red upholstery.

NEW Hillman de luxe saloon, duo grey, red upholstery.

JACK ALPE, 50, Marylebone High St., W.1. Welbeck 1124. [C1103]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1949 Hillman Minx saloon, reconditioned engine, front suspension, etc., good condition; £669.

1956 (October) Hillman Minx series I saloon, pearl grey and blue, good condition throughout; £645.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]

1956 Hillman Minx, black, excellent condition; £495.

MONTROSE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088]

1956 Hillman Minx Mark VIIIA Gay Look saloon, heater; £560.—Hounslow 9644. [C4106]

1956 model Hillman Minx, ohv engine, one owner, seat covers, low mileage; £485.

PREMIER MOTORS, 369, Well Hall Rd., Eitham, S.E.9. Eitham 2229. [C3083]

1958 Minx convertible, radio, heater, works mileage, pippin red; £375.

1956 Minx de luxe Mark VIIIA, one owner, immaculate; £575.

PHENIX MOTORS, Ltd., Oxford Rd., Gerrards Cross, Denham 2716. Gerrards Cross 2545. [C3141]

645 ans.—Hillman Minx 1957 model Series I de luxe saloon, heater, one owner, exceptional, written guarantee; terms, exchanges.—Rowland Smith, below.

345 ans.—Hillman Minx 1956 Phase IV estate car, duo-toned grey, leather, heater, fold-flush rear seating, carefully used, written guarantee; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

CAMDEN MOTORS for Hillmans.—See selection from our stock on full-page advert, page 40 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

1957 series Hillman Minx convertible, 12,000 miles only, one owner, radio, heater, etc., beautiful condition, colour antelope and red leather; £695.

1956 Californian, one owner, two-tone, most beautiful condition, heater; £595.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. Hampstead 9661. [C3111]

1955 Mark VIII saloon, black with brown leather, heater; £475.—One, Lamballe Place, N.W.3. Hampstead 1222. [C3061]

1955 Cromwell Mews, South Kensington. Plaxman 0513. [C2096]

HILLMAN
H. BEART & Co., Ltd., offer:—

1956 Hillman Californian saloon, in magnolia/black, many extras including radio, heater, loose covers, wing mirrors, one owner and under 5,000 miles; £645.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3346. [C1081]

NOV. 1956 Minx de luxe, one owner, genuine 10,000 miles, extras, as new condition; £625.—Esher 2255. [C4086]

1956 Hillman Californian, cream and red, one owner, genuine 9,000 miles only.—Box 8018. [C415]

1954 Hillman Minx saloon, black, heater; £415. —Maida Vale 4801, after 6.30 Gladstone 6016.

1958 (August) Hillman saloon de luxe, 250 miles only; £775.—Adams Garage. Tel. Aylesbury 16088.

1951 series Minx saloon Mk. IV, heater, black, exceptional; £349.—Bridge Motors. Leatherhead 2564. [C1136]

1956 Hillman, fitted with Thompson Taylor hand controls, showroom condition.—Price, Crug. Llandilo. [C1795]

1957 Hillman series I, heater, seat covers, immaculate; £665.—Robbins, East Putney, Tel. 7881. [C3010]

1958 series II convertible, Pippin red, light grey trim, radio, immaculate; £815, all facilities, exchanges.

S. MONRO, Used Car Specialist, Newbury Rd., J. Andover. Tel. 3006. [C4579]

1957 Hillman Minx Series I saloon, grey/blue, fitted heater, choice of 5; £695.—Hale Motors. Tot. 7771. [C2977]

1957 Hillman Minx sal. d.l., storm lilac, as new; £665.—Dobsons, Ltd., Hillman Agents. Staines 801. [C1074]

1954 Minx coupe, immaculate condition, one owner; £455.—Basli Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [C5688]

1955 (September) Hillman Mark VIII convertible, heater, radio, ramp, whole car in excellent condition; £505.—Pal. 1441. [C3120]

1955 Californian hardtop, black and ivory, heater, 23,697 miles, immaculate throughout; £575.—Campbell Symonds, Wembley 6262. [C1037]

1956 Minx Californian, black red, one owner, 10,000 miles; £575.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Svl. 4441. [C4067]

MINX de luxe April 1956 Mk. VIII two-tone grey and blue saloon, 9,000 miles, immaculate, carefully used and serviced; £585.—27, Terminus Ave., Bexhill 4142.

£385—1952 (Nov.) Hillman Minx convertible, very sound and excellent value; also 1955 Hillman Husky just like new at £420.—Jennings, Richmond 3368. [C3103]

1953 Hillman Minx convertible, maroon, natural hide interior, low mileage, £395, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1953 (June) Hillman convertible, green, new beige hood, heater, covers, excellent, £415.—Howard, Verona, Danbyryn Ave., Radyr, Cardiff. Radyr 169. [C5979]

1956 Hillman Minx convertible, ivory with red interior, extras, a most attractive car; £535.—Wood and Lambert, Ltd. main Ford dealers, 49, Stamford Hill, N.16. (Sta. 3434). [C4095]

1956 Hillman Minx Mark VIII de luxe saloon, black red leather, heater, 27,000 miles only; £545.—"Victory" Garage, Primrose Gdns., London. N.W.3. Tel. Primrose 2242. [C3174]

!!! Estates: a choice of several in stock, including 1957-8 Minx 4-door estate, radio, heater; also 1956, 1955, 1954 and 1953 models.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3093]

MICHAEL CHRISTIE MOTORS for the beautiful Alexander Minx, twin carbs., 68bhp engine, Laycock overdrive on third and top, centre gear-lever and revolved coachwork, tend for Autocar road test.

MICHAEL CHRISTIE MOTORS, Aylesbury 4727. [C1094]

1956 Hillman Minx Mark VIII special saloon, grey with red upholstery, a very attractive car in good condition, 20,000 miles; £525.—Coles Garages, Ltd., 42, Worples Rd., S.W.19. Wimbledon 0195 and 96-98, Ewell-by-Pass. Ewell 2393. [C1054]

£295—1948 (Nov.) Hillman estate car, one owner 4-door model, a well maintained roomy vehicle in excellent order; also 1950 (Oct.) saloon in thoroughly reliable condition at £335.—Jennings, Richmond 3368. [C3103]

SLOCUMBS, Ltd.—9,000 miles only 1956 Gaylook, one careful owner, RMV radio, heater, seat covers, underseals, wing mirrors, rimtrims, £615; another, speedo reading 18,247 blue and white, whitewall tyres, rimtrims; £595.—Dudden Hill Lane, N.W.10. Willenden 3869/3254. [C4017]

XXX 1954 Hillman Californian hard top, finished in cream with red interior, fitted with radio, heater, clock, screenwashers, rear demister, the whole car has been maintained regardless of cost in view of its rather special use in the company, £465, written guarantee; terms, exchanges.—H. F. Edwards, 28/34, Upper High St., Epsom. Tel. 5611. [C2001]

1957 Hillman Minx convertible de luxe, genuine 8,000 miles since new, finished in blue with blue interior, extras fitted include radio, heater, twin fog lamps, over-riders and bug bar, this is in faultless condition both in appearance and mechanically, saving over £200 on original price, 6 months' warranty; £765. [C4017]

VICTORIA CAR SALES, Ltd., Verulam Road, St. Albans. Tel. 56051. [C5663]

WARWICK WRIGHT, Ltd., offer:—
1956 Hillman Husky Double Duty, dual grey, one owner, heater; £535.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

HILLMAN HUSKY
WARWICK WRIGHT, Ltd., offer:—
1957 Hillman Husky double duty, 2-tone grey, red upholstery, 11,000 miles; £550.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

1955 Husky, heater, etc., excellent; £430.—Rawlings Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2261. [C4132]

1958 ohv Hillman Husky, finished in antelope/pearl grey, full flow filter, fully carpeted, very low mileage; £675.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

395 ans.—Hillman Husky late 1955 estate car, golden sand, wing mirrors, fold flush rear seating, very good condition, written guarantee; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4019]

Hillman Cars Wanted
ALMOST new Hillman required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W5016]

ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

HILLMAN Minx saloon required, nearly new; consider convertible.—Greenways, 81, Alresford Rd., Winchester. [W4087]

HILLMAN HUSKY
WARWICK WRIGHT, Ltd., offer:—

1957 Hillman Husky double duty, 2-tone grey, red upholstery, 11,000 miles; £550.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

1955 Husky, heater, etc., excellent; £430.—Rawlings Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2261. [C4132]

1958 ohv Hillman Husky, finished in antelope/pearl grey, full flow filter, fully carpeted, very low mileage; £675.

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HILLMAN Minx saloon required, nearly new; consider convertible.—Greenways, 81, Alresford Rd., Winchester. [W4087]

Hillman Spares and Service
NORMAND, Ltd.
THE best service ensures a longer car life.

BRING your car to 405-9 King St., W.6. Riv. 3665. [C234]

PLENTY of spares and reconditioned units for all models, 1934-57 and ex-W.D.: we have the largest stocks, everything available, no waiting, c.o.d. service.

R. J. GRIMES, Ltd., Hadfield Garage, Maripit Lane, Godalming, Surrey. Tel. Uplands 3637 and 9526. [C1057/R]

MODERN SERVICE GARAGE, Wimbledon (Roofers main dealers); speedy service on all Hillmans, Hummer and Sunbeam spares and all accessories. Ham. 5155. [C1003/R]

HISPANO-SUIZA
JACK BOND (VINTAGE AUTOS)
BRANCHES in London; Hollywood, U.S.A.

PROUDLY offer for sale a very rare and much-sought-after fabulous V12 Hispano, superb continental sports saloon coachwork, reputed one of the last built, immaculate throughout.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929/5330. [C4079]

HOTCHKISS
BOON & PORTER, Ltd.
1951 Hotchkiss 3½-litre sports saloon, grey, black hide interior furnishings, 51,000, radio, heater, one owner, a very rare high performance family car; £465.

CASTELNAU, S.W.13 (Nr. Hammersmith Bridge), Riv. 4444. [C1022]

H.R.G. Cars Wanted
ROWLAND SMITH'S, the H.R.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

H.R.C. Spares and Service
CHARLES FOLLETT, Ltd., have a large stock of SHOWROOMS, 13, Berkeley St., W.1. Mayfair 6266.

SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C0594/R]

HUDSON
EATON MOTOR Co. offer:—
1956 Hudson Rambler, r.h.d. Farina body, 2-tone grey, overdrive, radio, heater, etc., genuine 30mpg, magnificent condition; £695.

EATON MOTOR Co., Eaton Secor 236 (St. Neots). [C2114]

Hudson Cars Wanted
THE Hudson buyers.—See under American Cars.

SIMPSON'S.—Wem. 8691/3903/4422. [W4015]

Hudson Spares and Service
HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [C0065/R]

HUMBER
R. ROOTES
HAVE available a range of Humber cars of very low

LONDON, W.1.
DEVONSHIRE House, Piccadilly.
CRO. 3401.

BIRMINGHAM, 2.
LOWER Temple St.
CEN. 8411.

MANCHESTER, 2.
129, Deansgate.
BLA. 6677. [C1016/R]

1953 Humber Hawk saloon, grey; £465.—Deborough Park Autos, High Wycombe 3113. [C2129]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

KJ MOTORS, Ltd., offer:—

1957 Humber Super Snipe fitted with Borg-Warner automatic transmission, this car is finished in grey with grey leather upholstery and is fitted with heater, radio and seat covers, it has only covered 5,000 miles since new and is an opportunity to acquire a low mileage automatic saloon at a very reasonable price, £995.

WIDMORE Rd., Bromley, Ravensbourne 3456. [5927]

TOM GARNER, Ltd., offer:—

1957 Humber Hawk Series I saloon, black, 7,000 only, £1,125.

1951 Humber Super Snipe Mark III (overdrive) limousine, black, heater, radio, leather throughout, £1,045.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. [C2020]

GREENHILL MOTOR Co. offer:—

1954 (1955 model) Humber Super Snipe, black; £625.—Marsh Rd., Pinner, Middx. Pinner 9888. [C2125]

WARWICK WRIGHT, Ltd., offer:—

1957 Humber Hawk Mark VI de luxe saloon, black, red upholstery, heater, 20,000 miles; £825.

1956 Humber Super Snipe Mark IV (overdrive) saloon, black, red upholstery, heater, 35,000 miles; £795.

1955 Humber Super Snipe touring limousine, black, red upholstery, heater, 20,000 miles; £650.

1957 Humber Super Snipe (automatic) saloon, dual grey, red upholstery, radio and heater, 17,000 miles; £925.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

ZENITH MOTOR Co., Ltd., offer:—

1956 Humber Hawk saloon, black with red interior, one owner, 25,000 miles, nearly new condition, fully guaranteed; £755.—(Commercial Rd., London, E.1. Tel. Stepney Green 1851 (20 lines) 4799.

WARWICK WRIGHT, Ltd., offer:—

1953 Humber Hawk Mark VI saloon, cream and blue, radio and heater; £650.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2, Gladstone 0041. [C4137]

WEYBRIDGE AUTOMOBILES offer:—

1956 Humber Hawk de luxe saloon, dual grey with red interior, extras include radio, heater, Webster sun roof, very good condition throughout; £945.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn 19. [C4094]

1951 Humber Super Snipe, green; £295.

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HUMBER

PULLMAN 1951/1954 seven-passenger limousines: see our exceptional privately owned selection under limousines.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker Street Station). Welbeck 1124. [C1103]

1953 (Oct.) Humber Super Snipe saloon, black, radio, heater, excellent condition; £875.—H. E. Griffin Motors, Ltd., Haywards Heath 395. [4913]

'54 Humber Hawk Mark VI, overdrive, loose covers, etc., excellent condition, one owner; £2545.—Poland Street Garage, 51, Poland St., W.1. Ger. 9010. [C5136]

NEW type Humber Hawk, 1,000 miles only, radio, spot lamps, Ace Rimbellishers, whitewall sides, badge bar, etc., as brand new; £1,195.—Pad. 4511. [C5139]

1951 Humber Hawk Mk IV, black, fitted radio and heater, an excellent runner; £350.—Cut Mill Garage, Ltd., Bosham, Sussex. Tel. Bosham 2217. [5487]

395 gns.—Humber Super Snipe 1953 Mark IV de luxe saloon, leather, radio, heater, screen washers, Ace Rimbellishers, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, below.

245 gns.—Humber Super Snipe 1951 Mark III de luxe saloon, sliding head, leather, heater, screen washers, good tyres; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1950 Humber Super Snipe Mark II Tickford convertible, low mileage, lawn roller, first class condition; £290; exchange small saloon car, cash adjustment.—Uxbridge 4144. [5963]

1954 Humber Super Snipe in duo-tone fitted with radio and heater; £475.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Surrey. [C3044]

1952 Humber Hawk saloon, blue with beige upholstery, radio, heater, one owner, immaculate condition throughout; terms.—Autosign, Balham High Rd., Balham 1509. [C1009]

1955 (May) Humber Super Snipe, grey/red upholstery, one owner, heater, H.M.V. radio, taxed, very fine condition; £585.—Ireland's Garage Limited, Parkfield Road, Wolverhampton. Telephone 57372/3. [5814]

1958 (Feb.) Humber Hawk saloon, as new, colour dawn mist and seal grey with red upholstery, heater, overdrive, etc., guaranteed mileage only 7,000, serviced by us since new, 3 months written guarantee; £1,295 or offer.

A. GRAY & Co., Ltd., 7-8, Woodbridge Rd., Guildford, Surrey. Tel. Guildford 2825. [5866]

1953 Mark IV Super Snipe de luxe, ohv engine model, black with red leather, heater, radio, distributor maintained, rim embellishers, very superior order; A.A. or R.A.C. inspection invited; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053]

1954 Humber Pullman Mark IV limousine, o.h.v. Blue Riband engine, Thrupp and Maberly seven-seater coachwork immaculate, finished in black three-abreast occasional, division, heater, chromed Ace Rimbellishers, one owner since new, privately taxed and one of the very last of this Pullman series to be produced suitable for high class weddings, funerals or West End private hire, six months' written guarantee; £1,295.

LIMDEN MOTORS, the Limousine Specialists, Leigh-on-Sea, Essex. Write for special Hire Car Catalogue and Illustrated Brochure. Showrooms open until 8 p.m. Terms, exchanges. [C1035]

1958—Humber V 1955 series, overdrive, superb example, pastel/beige, tyres as new, visors, spots, hosts of extras; choice of 3 from £398; we welcome A.A. or R.A.C. exams; hire purchase and h.p. a/c's settled; from 12 deposit, balance 12, 18 or 24 months to pay; delivery anywhere if required; cash waiting for your car, if you wish to sell.—J. Clarendon Rd., W.1. Park 5066-7, 9 a.m. to 6 p.m. Monday to Saturday. (50 yrs. Holland Park Tube.) [C1017]

NEW type Hawk saloon required; realistic price.—Greenways, 81, Alresford Rd., Winchester. [W4087]

ALPE & SAUNDERS, Ltd., require Limousines or Imperials in above average conditions.

A&S (Near Selfridges), Mayfair 2941. [W1006]

ALMOST new Humber required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885.

GOOD Humber required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.

ROWLAND SMITH'S, the Humber buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

1951 Humber Hawk estate wanted, cash or exchange.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [W5095]

HUMBER

THE Humber specialists for all spares, Tel. Uplands 3637. See advt. under Parts & Accessories. [C398/R]

ISETTA

1957 B.M.W. Isotta, 1,800 miles only, one owner, absolutely as new, sacrifice; £275.

EATON MOTOR Co., Eaton Road 236 (St. Neots). [2114]

W. N. ROAKE AUTOMOBILES offer:—

1957 (September) B.M.W. Isetta Plus, good condition; £245; terms, exchanges.—155, Stamford Rd., Croydon, Croydon 9092. [6092]

1958 B.M.W. Isetta, luggage grid, one owner, red with plaid interior; £305.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

TOM ALLERY AUTOMOBILES, area agents for the new B.M.W. Isetta; immediate delivery.—68, Hill Rd., Wimbledon 5995. [C3044]

V&F MONACO MOTORS—Official B.M.W. Isetta retailers; immediate delivery.—563, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [C006/R]

MPHW car specialists; New and Used for immediate delivery; call 23, Piccadilly, Gerrard 6055. 188, Holland Park Ave., W.1. [10849/R]

ISETTA

1957 B.M.W. Isetta moto coupe, one owner, green, in immaculate condition; £295.—Windovers Ltd., The Hyde, Hendon. Colindale 4031. [C4118]

1958 Isetta, new unregistered, but very slightly used, showroom soiled. Plus model in olive/cream duo-tone; £355.—Cut Mill Garages, Ltd., Bosham, Sussex. Tel. Bosham 2217. [5485]

JAGUAR MARK VII

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of Miscellaneous see advertisement under "Jaguar" [C062/N]

LEX

THE DOME

'55 Jaguar Mk. VII M type, grey, radio, overdrive; £475.

LEX GARAGES, Ltd., Great West Rd., Brentford, Middx. Ealing 2371. [5894]

BENTALLS, Ltd.

1955 (Nov.) Jaguar Mk. VII, automatic, 15,000 miles, grey, grey upholstery; £1,025.—Kings-ton-on-Thames, Kingston 1001. [C1093]

AI at Brown's.

1955 (July) Jaguar Mark VII M type automatic saloon, grey, red interior heater; £995.

W. J. BROWN, Ltd., 539, Finchley Rd., N.W.3. Ham 2294. [C1025]

COOMBS SERVICE STATION offer:—

1953 (Aug.) Jaguar Mk. VII saloon, black with brown leather, in beautiful condition, fitted radio, heater, rim embellishers, wing mirrors, etc., unrepeatable; £525.

COOMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962. [C1158]

IMPERIAL MOTOR MART offer:—

1955 (April) Mark VII Jaguar M type, recorded mileage 17,000, battleship grey/red, fitted overdrive, wing mirrors, immaculate throughout, one owner; £795.

IMPERIAL MOTOR MART, Jaguar Distributors for Gloucestershire, Royal Crescent, Cheltenham. Tel. 2065-6. [5712]

WEYBRIDGE AUTOMOBILES offer:—

1954 Jaguar Mark VII saloon, black with beige interior, fitted overdrive, short-wave radio, Ace Rimbellishers, etc., 36,000 mles, superb condition throughout; £695.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn 19. [C4094]

COMPTON & FULLER, Ltd., offer:—

1956 Jaguar Mk. VII automatic, grey, one owner, B.M.V. radio, 9,000 miles; £995.—Elmer Rd., Beckenham. Bec 3570. [C1110]

GUY SALMON AUTOMOBILES offer:—

1956 Jaguar Mark VII M type saloon, radio and overdrive, 9,000 miles only, exactly as new; £1,035.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

MAC MOTORS (SURBITON) offer:—

1954 Jaguar Mark VII, B.R.G. overdrive, new tyres, one owner, immaculate; £675.—Elm-bridge 3974. [C3139]

HENDON CENTRAL GARAGE, Ltd., offer:—

1954 Mark VII Jaguar, immaculate condition, heater radio, many extras; £590.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

BOON & PORTER, Ltd., Jaguar main dealers.

1954 Mk. VII, one owner, 30,000, black, red interior furnishings, guaranteed; £612.

CASTELNAU, S.W.13 (Nr. Hammersmith Bridge), Riv. 4444. [C1022]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JAGUAR Mark VII series M, finished in birch grey with hide interior, fitted with overdrive, 1955 model which has only covered a genuine 19,000 miles, all original tyres with unused spare, in completely unmarked condition; £995.

JAGUAR Mark VII series M with Borg Warner automatic transmission, unlike any other Jaguar ever offered, this car is finished in 2-tone lavender grey and British racing green with very special light walnut wood fittings, chromium plated waistband, loose covers, radio and other modifications too numerous to mention, recently brand new engine was fitted by the factory, coachwork excellent, mechanical 100%, unusually attractive in appearance; £1,195.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057]

H. BEART & Co., Ltd. (Jaguar main dealers), offer:—

1954 Jaguar Mark VII saloon, finished in grey with green upholstery, overdrive, radio, one owner; £650.

1954 model Jaguar Mark VII saloon, black, fitted H.M.V. radio, excellent example; £595.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3346. [C1061]

S. H. NEWSOME & Co., Ltd., Jaguar specialists.

S offer:—

1953 Mark VII, black, tan hide, radio, taxed year; £590.

1955 type M Mark VII with overdrive, black, red leather; £730.

S. H. NEWSOME & Co., Ltd., Jaguar Distributors, Corporation St., Coventry. Tel. 25061. [C3145]

1956 (model) Jaguar Mark VII saloon, overdrive, one owner, grey with red interior; £595.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

1955 series Jaguar Mark VII, automatic, radio, heater, outstanding condition; £695.

SCOTT CARs, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7778. [C4016]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR MARK VII

EATON MOTOR Co., offer:—

1955 Jaguar Mk. VII M, overdrive, one owner, pastel blue with blue interior, spotless condition. £775. [C1094]**1954** Jaguar Mk. VII, overdrive, grey with red interior, radio, exceptional; past Al by makers. £725. [C1094]

EATON MOTOR Co., Eaton Socon 236 (St. Neots). [C1094]

LEFT-HAND drive Jaguar VII 1952, 4,400 miles, excellent condition. £450.—Box 8048. [C1114]**1956** Mark VII M Jaguar automatic, fitted H.M.V. radio, one owner, small mileage, perfect condition. £590. [C1114]**EXCHANGES**—Abbotts Garage, Ltd., Earls Barton, Northants. Tel. Earls Barton 344. [C1114]**1955** Jaguar Mark VII series M saloon, overdrive and heater, low mileage; £245.—Hale Motors, Tot. 7771. [C1114]**1954** Jaguar Mark VII, registered January, 1955, one owner, radio, etc., extremely well maintained. £675. [C1114]**JACQUIER**, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C1034]**1956** Jaguar Type M, automatic saloon, ivory with red leather, radio, immaculate. £955.—Dinnages, Haywards Heath 1466. [C1034]**1953** Jaguar Mark VII saloon, grey with red interior, exceptional condition, taxed. £545.—Clerkenwell 4425. [C1034]**1953** (Feb.) Mk. VII, colour black, tan hide, radio, nominal mileage; £525.—Ing's Garage, Maidenhead 2149. [C12119]**1955** Jaguar Mk. VII M type, beige with red interior, fitted radio and heater, whole car in superb condition. £775. [C1034]**WEST STREET MOTORS (LONDON)**, Ltd., 66, W. London Rd., Tooting Junction S.W.17. Mitcham 5281. [C1097]**1953** Jaguar Mark VII, new engine just fitted, one owner, radio, low mileage. £665.—Rushmore, East Putney, Tel. 7381. [C1030]**1955** M-type Jaguar, grey, one owner, all extras. £895.—Mansfield Autos, Ltd., 18, Fitzroy St., London, W.1. Euston 2587. [C1001]**J. H. BARTLETT**—Jaguar 1955 Mark VII M type saloon, recorded mileage 16,000, one owner, radio, every extra, superb condition; reduced to £795.—27, Pembroke Villas, W.1. Bayswater 0523. [C1013]**1956** model Jaguar Mark VII M automatic, blue, one owner; £975.—Park Garage (Moisey), Ltd., Hampton Court Way, Molesley, Surrey. Tel. Molesley 6199. [C1037]**!!!** 1952 Jaguar Mark VII saloon, overdrive, Motorola radio, many extras, just resprayed grey, looks £1,000 value, except £425.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C1083]**1954** (Aug.) Jaguar Mark VII saloon in British racing green with brown upholstery, fitted overdrive, Motorola radio, Ace Kimblishers, extra spot lamps, taxed Dec. mileage 31,629. £695. [C1083]**THIS** car is in absolutely faultless condition and can be seen 9 a.m. to 8 p.m. any day except Sunday at Marsh of Chorley, Ltd., Longworth St., Pall Mall, Chorley, Lancs. Tel. 4347 Chorley. [C1083]**£550**—Jaguar Mk VII 1954 super specimen, sun roof, H.M.V. radio, heater, spots, disc twin mirrors, perfect tyres, tip top mechanical condition, directors car, only new to be viewed, taxed.—Harris (West End), 41, Bal. 4519, Bal. 0760. [C1080]**£555**—Mark VII saloon, 1954, overdrive and heater, one owner from new (medical practitioner), immaculate appearance.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2020. [C1080]**1954** Jaguar Mark VII, grey, 31,000 miles, radio, a really good car, regularly serviced and unmarked. £610; for sale privately or exchange 3.4.—Kennet Assemblies, Ltd., Cardiff Rd., Reading. Tel. 50458. [C1037]**1955** M type saloon, black and grey, red interior, one owner, town and country tyres, overdrive, heater, etc., outstanding condition, taxed year. £725.—Merton Motors, Wythall Garage, Wythall, Nr. Birmingham. Wythall 2130. [C1037]**1953** (May) Jaguar Mark VII, black, red leather, excellent condition, radio, heater, spots, wing mirrors, Ace Kimblishers, sun roof, new Firestones, spare unused, recent complete engine overhaul, bill £79, superb appearance; £395. Letchworth 1717. [C1037]**1955** Jaguar Mark VII M type with overdrive, birch grey with red interior, a really immaculate car in first-class mechanical condition, fitted radio, heater, wing mirrors, spot lamps and Ace Kimblishers. £755. [C1037]**1954** Jaguar Mark VII, 2-tone grey and green with green leather interior, excellent bodywork and chrome, mechanically sound throughout; many extras fitted including radio, heater, fog lamps, seat covers, screenwashers and turbo discs. £655. [C1037]**VICTORIA CAR SALES**, Ltd., Verulam Road, St. Albans. Tel. 50551. [C1062]**AUTOMOBILIA**, Ltd., offer:—1955 Jaguar Mark VII M type 4-door de luxe sunshine saloon, black, silver, red leather, overdrive, radio, heater, twin Marchals, screenwashers, low mileage, excellent condition; £795.—Plough Corner Garage, Byfleet 22. [C1148]**1953** model Jaguar Mark VII saloon, black, heater, sun roof, this new car is in perfect condition and unmarked condition throughout, 38,000 miles; service records available; £595.—Richards Automobiles, Ltd., 320, Harrow Rd., Wembley. Tel. Wembley 6596. [C1018]**525**—Jaguar 1954 Mark VII de luxe saloon, pastel blue, sliding head, grey leather, radio, heater, screenwashers, low mileage, choice of 2 terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018]**1956** series (Nov. '55) Jaguar Mark VII type M overdrive saloon, sliding roof, black beige interior, heater, screenwashers, low mileage, genuine 20,080 miles, thoroughly recommended at £275.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Avenue, Acton, W.3. Acton 3224. [C1619]

JAGUAR MARK VII

1953 Jaguar Mark VII saloon, radio, excellent condition, Michelin X, £525.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]**ALMOST** new Jaguar Mark VII Cars Wanted—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]**DUNCAN HAMILTON** without doubt will pay a better price for your Jaguar.—35, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

JAGUAR MARK VIII

HENLYS, Ltd. [C1076]**WE** have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [C1076]**LEX WEMBLEY** Court Motors, [C1076]**JAGUAR** Main Dealers. [C1076]**'57** Jaguar Mk. VIII automatic, two-tone maroon, radio, 10,000 miles; £1,486. [C1076]**'58** model Jaguar Mk. VIII automatic, two-tone grey, radio, 7,000 miles; £1,495. [C1076]**FOUR** months' warranty. [C1076]**LEX GARAGES**, Ltd., High Rd., Wembley, Middx. Wembley 6767. [C1076]**CAR MART**, Ltd. [C1076]**OFFER** with 6 months' guarantee. [C1076]**£1650**—Jaguar 3½-litre Mark VIII, sliding head, overdrive, radio, heater. Reg. 1958. [C1039]**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]**CHIPSTEAD MOTORS**, Ltd., offer:— [C1039]**1955** Mark VIII, B.R.C.-beige, radio, overdrive, low mileage; £845.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]**HENLYS** offer with 4 months' guarantee:— [C1046]**1957** Jaguar Mark VIII saloon, overdrive, one owner, British racing green with tan interior. £1,495. [C1046]**HENLYS** Ltd., Henlys Court, North Circular Rd., N.W.11. Finchley 0081/9782. [C1046]**S. H. NEWSOME & Co., Ltd.**, Jaguar specialists, offer:— [C1046]**1957** Mark VIII saloon with automatic trans-greys, red upholstery, radio, taxed year, one owner, 10,000 miles. £1,560. [C1046]**S. H. NEWSOME & Co., Ltd.**, Jaguar Distributors, Corporation St., Coventry. Tel. 25061. [C1046]**£1545**—Jaguar Mark VIII, 1957, automatic, low mileage, many extras, terms and exchanges arranged.—Valentine 4674. [C1046]**1957** Jaguar Mark VIII automatic, 11,000 miles, radio, as new; £1,465.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2244. [C1046]**JAGUAR** Mark VIII automatic saloon, 1,300 miles only, this car is fitted with every conceivable extra including overdrive, absolutely as brand new throughout, opportunity at only £1,795.—Lincoln Street Motors (B'ham), Ltd., 14, Lincoln St., Balsall Heath, Tel. Calthorpe 3751-2-3. [C1021]**1958** Jaguar Mark VIII saloon, finished in 2 tone shades of grey with red upholstery, Borg Warner automatic transmission, bucket front seats, sliding roof, Michelin X tyres, etc., absolutely mint under our own managing director's car, mileage under 5,000. £1,775. [C1046]**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]**1957** Mark VIII black saloon with blue interior, box, high axle ratio, many extras, including Michelin X, no doubt one of the quickest Mark VIIIs on the road, one titled owner; £1,425.—Motorworks (Chalfont), Ltd., Gerrards Cross 2051. [C1063]**Jaguar Mark VIII Cars Wanted**—DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—35, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

JAGUAR 2.4

HENLYS, Ltd. [C1076]**WE** have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [C1076]**EATON MOTOR Co.**, offer:— [C1076]**1957** series 2.4 Jaguar special equipment, overdrive, one owner, black with red interior, spotless condition; £1,075. [C1076]**EATON MOTOR Co.**, Eaton Socon 236 (St. Neots). [C12114]**WEYBRIDGE AUTOMOBILES** offer:— [C1094]**1958** Jaguar 2.4 saloon, Imperial maroon, red interior, one owner, 2,500 miles only, under seal, condition as new throughout; £1,465. [C1094]**WEYBRIDGE AUTOMOBILES**, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C1094]**COOMBS & SONS (GUILDFORD)**, Ltd., offer:— [C1094]**JAGUAR** 2.4 saloon, finished in British racing green with green interior, fitted overdrive, moderate mileage, 1957 model; £1,195. [C1094]**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1094]**'56** Jaguar 2.4 S.E. black, heater, o'drive, spot and fog lamp, taxed for year, low mileage; £1,150. [C1094]**'56** Jaguar 2.4 S.E. green, heater, spotlights and screenwashers; £1,095. [C1094]**S. OSCROFT & Co., Ltd.**, Dominion House, Castle Boulevard, Nottingham. Tel. 45024. [C1094]

JAGUAR 2.4

1957 Jaguar 2.4 special equipment saloon, surd green with green upholstery, 9,000 miles, one owner, supplied by us; £1,195. [C1094]**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]**1956** Jaguar 2.4 saloon; £1,050, trade preferred.—Wessex Motors, Ltd., Andover. Telephone Andover 2326, Mr. Tee. [C1087]**1956** 2.4 in B.R.C. and green leather, spec. eqpt., htr., 11,000 miles only; £1,195.—City Motors, George St., Oxford. 48027. [C1146]**1957** Jan. Jaguar 2.4-litre saloon, 17,000 miles, green, one owner, radio, heater, leather, excellent condition; £1,175. [C1146]**HENLYS & Co., Ltd.**, 135-7, London Rd., Kingston-upon-Thames. Tel. Kingston 1263. [C1146]**1956** 2.4 Jaguar saloon finished grey/red interior, one owner since new, 20,000 miles, in immaculate condition, open to any trial or inspection. [C1146]**E & W., Ltd.**, 164, Derby Street, Tel. Bolton 3566. [C1146]**1956** Jaguar 2.4 special equipment saloon, green with green leather, radio, heater, absolutely immaculate; £1,155.—Autocars (Surrey), Ltd., 154, The Broadway, Tolworth. [C1146]**1956** Jaguar 2.4, black, one owner, unmarked throughout; £995.—The Clabon Garage, Ltd., Clabon Mews, Cadogan Square, S.W.1. Kensington 4633/0621. [C1146]**1957** Jaguar 2.4 special equipment black saloon with red upholstery, fitted Ecorde lux radio with twin speakers, Koni shock absorbers all round, one owner, taxed Dec.; £1,250. [C1146]**MARSH OF CHORLEY**, Ltd., Longworth St., Pall Mall, Chorley, Lancs. Tel. 4347 Chorley; open 9 a.m. to 8 p.m. daily except Sunday. [C1146]**1956** Jaguar 2.4-litre special equipment model, fitted radio and heater, finished green with green leather interior, both mechanically and in appearance in first-class condition; £995. [C1146]**VICTORIA CAR SALES**, Ltd., Verulam Road, St. Albans. Tel. 50551. [C1146]**1956** July 2.4 special equipment saloon, with overdrive, pearl grey with grey interior, original immaculate condition throughout, one owner; £1,195.—Harold Hamblin (Cars), Ltd., Basingstoke, Tel. 19. [C12143]

Jaguar 2.4 Cars Wanted

ALMOST new Jaguar 2.4 Cars Wanted—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]**DUNCAN HAMILTON** without doubt will pay a better price for your Jaguar.—35, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]**XXX** Excellent cash price offered for good Jaguar 2.4.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]**£1200** cash offered for good clean 1957/8 2.4 Jaguar, must be non-automatic, this is a genuine private enquiry.—Tel. Ashton, Seven Kings 1250. [C15716]

JAGUAR 3.4

HENLYS, Ltd. [C1076]**WE** have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [C1076]**LEX WEMBLEY** Court Motors, [C1076]**'57** Jaguar 3.4, grey, overdrive; £1,435. [C1076]**FOUR** months' warranty. [C1076]**LEX GARAGES**, Ltd., High Rd., Wembley, Middx. Wembley 6767. [C1076]**WEYBRIDGE AUTOMOBILES** offer:— [C1094]**1957** Jaguar 3.4 saloon, special equipment, synchromesh and overdrive, Cotswold blue with grey interior, fitted radio, one owner, 14,500 miles, superior condition throughout; £1,525. [C1094]**WEYBRIDGE AUTOMOBILES**, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C1094]**HENLYS** offer with 4 months' guarantee:— [C1094]**1957** Jaguar 3.4-litre saloon, Borg-Warner, one owner, Pacific blue with grey interior; £1,595. [C1094]**HENLYS**, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [C1094]**COOMBS & SONS (GUILDFORD)**, Ltd., offer:— [C1094]**JAGUAR** 3.4 saloon, British racing green with green hide interior, bench seat, automatic transmission, disc brakes, ex-property of director of Jaguar cars, special 9.1 compression ratio, terrific performance; £1,550. [C1094]**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1094]**1957** Jaguar 3.4, automatic gearbox, disc brakes, 7,000 miles, one owner, Cotswold blue, radio, £1,635. [C1094]**1958** (June) Jaguar 3.4, disc brakes, wire wheels, 2,700 miles only, special, finished in red with black leather, H.M.V. radio, absolutely as new, cost over £2,000, accept £1,575. [C1094]**WOKING MOTORS** (Maybury Hill), Ltd., Woking, Surrey. Woking 4277. [C1094]**1957** Jaguar 3.4-litre, overdrive, 8,000 miles, one owner; £1,600.—Wards Garage, Tunbridge Wells, Tel. Southborough 1000. [C1094]**1957** Jaguar 3.4 saloon, automatic gearbox, quite exceptional, exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C1087]**1958** (April) Jaguar 3.4 automatic, maroon with red interior, 1,500 miles, turbo discs, taxed Dec.; £1,500; terms, exchanges.—Eastville Motors, Stapleton Rd., Bristol. Tel. 51277. [C1094]**1957** Jaguar 3.4 automatic saloon, finished in battleship grey with red hide, a low mileage, one owner car.—Tel. Mr. Ingoldby, Wessex Motors, St. Cross Rd., Winchester. Tel. 5555. [C1087]**1958** Jaguar 3.4, one owner, wire wheels, disc brakes, overdrive, Michelin X, as new.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C1094]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR 3.4

1957 3.4-litre automatic, finished in Sherwood green with green leather interior and fitted turbo discs, supplied and maintained by us, 11,000 miles; £1,585. KJ MOTORS, Ltd., Bromley. Ravensbourne 3456. [5925]

1957 Jaguar 3.4 saloon, automatic gear box, grey with red interior, H.M.V. radio, Webasto sun roof, underseal, this car has many other extras too numerous to describe, has only done a small mileage in the hands of an extremely fastidious owner; offered at £1,695.—Clerkenwell 4425. [6079]

3.4 Jaguar with overdrive wanted, must be genuine low mileage.—Tel. Reading 50458. [6036]

ALMOST new Jaguar 3.4 required immediately.—A Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [59016]

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

JAGUAR XK120

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0665/R]

SWANMORE GARAGE offer:—

1954 XK120 Jaguar drop head coupe, in pastel green with grey interior, only 22,000 miles from new and completely immaculate, special equipment engine and disc wheels; £825.—Christchurch, Boscombe East, Southbourne 43544. [C4024]

SWANMORE GARAGE, Ltd., offer:—

1954 series XK120 fixed head coupe, pale green with green interior, special equipment, engine, but otherwise unmodified; £675.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43544. [C4024]

DUNCAN HAMILTON & Co. offer:—

1954 XK120 d.h.c., fitted whitewall tyres, luggage rack, unmarked throughout; £795. Byfleet, Surrey. Byfleet 3101. [C1091]

1954 Jaguar XK120, fixed head, genuine 22,000 miles by one fastidious owner; £775. FREEMAN, Ltd., Grosvenor Garage, Burnage, A Lane, Levenshulme, Manchester, 19. Rusholme 2874. [C2111]

1951 XK120 hard top in very good condition throughout; £475. SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1953 Jaguar XK120 fixed head coupe, radio, small mileage, perfect condition, first registered 20.8.53; £675. LEVERTON & Co., Ltd., Broad St., Spalding. H. Tel. Spalding 3221. [5856]

'51 hardtop, £300 in Germany, engine reconditioned by agents 2,000 miles ago, 5 excellent tyres, sound.—Box 8026. [5835]

1952 Jaguar XK120, wire wheels, C-type modifications, radio, heater, etc.; £545 o.n.o.—Burroughes, Chesham Orange, Halesworth, Suffolk. [5536]

1954 XK120 d/h coupe, black, twin exhausts, new road speed, radio, heater, 25,000 miles, excellent condition; £745.—Luker, 76, Leintram Ave., Shoburyness 2356. [5899]

1954 XK120 convertible, 28,000 miles, twin exhausts, new lights, 2 twin exhausts, improved brakes, high ratio axle, heater, screen washers, etc.; £850.—Fullest particulars, Luker, 46, Ilford Lane, Ilford, Ilford 2939. [5695]

Jaguar XK120 Cars Wanted
DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

JAGUAR XK140

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0665/R]

KENNINGO, Ltd., offer:—

1956 XK140 fixed head, light blue, radio, other extras, 12,000 miles only; £1,100. KENNINGO, Ltd., 90, Holland Park Avenue (next Holland Park Tube), Park 5077-8-9. [3030]

ROSE & YOUNG, Ltd., offer:—

1956 XK140 drop head coupe, 11,000 miles only, fitted overdrive, H.M.V. radio, immaculate specimen, suede green; £1,025.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill station). Tulse Hill 6464. [C3057]

DUNCAN HAMILTON & Co. offer:—

1955 Jaguar XK140 f.h.c., black, red interior, one owner, overdrive, radio, outstandingly kept car; £1,035. OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]

STURGESS, Leicester.—Jaguar distributors.

1956 Jaguar XK140, B.R.G./tan, C type head, dual exh., wire wheels fitted with nearly new Michelin tyres, many extras, Chauffeur kept by titled owner, never driven hard, never a scratch on it; £1,250. 118, Charles Street, Tel. Leicester 20033/5792. [5909]

1955 Jaguar XK140 hard top, low mileage, one owner, radio, etc.; £995.—Mansfield Autos Cars, 18, Fitzroy St., London W.1. Euston 2587. [C3001]

JAGUAR XK140

CHIPSTEAD MOTORS, Ltd., offer:—

1956 model d/h wire wheels, dual exhausts, four pass and fog lamps, outside filler cap, screen washers, etc., one careful owner only, immaculate, B.R.G.; £1,085.—142 Holland Park Ave., W.11. Park 5445-6. [C1046]

1955 XK140 drop head, black and white hood, overdrive, radio, heater, and host of other extras; £895. SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1956 Jaguar XK140 fixed head coupe, overdrive, one owner, British racing green with green interior, fitted overdrive, 26,000 miles from new, one owner; £1,125. PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

1956 XK140 drophead coupe, beige with green interior, fitted overdrive, 26,000 miles from new, one owner; £1,125. M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. 644. [4370]

'56 Jaguar XK140 f.h.c. coupe, grey, radio, heater, 6 drive, spot and fog lamp, taxed for year, low mileage; £1,195. '55 Jaguar XK140 d.h.c. coupe, green, radio, heater, seat covers; £1,150. G. S. OSCROFT & Co., Ltd., Dominion House, Castle Boulevard, Nottingham. Tel. 45024. [5952]

JACK ROSE, Ltd., offer 1956 model XK140 fixed head coupe in pale blue and grey interior, one owner, almost spotless condition, accept £995.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

£885—1956 140 Roadster, one titled owner, full C-type engine, 21 cars, lead bronze bearings, wire wheels, etc., regularly serviced, terms, exchange.—Station Garage, Kings Heath, Birmingham. Tel. Highbury 1413. [6010]

Supply and demand

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted.

Autocar

is second-to-none in pulling power

1956 Jaguar XK140 special equipment model with overdrive, radio and heater, chrome wire wheels, Michelin X tyres, many modifications to engine; £1,085.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. [C3066]

1955 (July) Jaguar XK140, F.H.C., green/brown hide, full C type modifications, close ratio box wire wheels, fitted suitcases and luggage rack; 16,000 genuine miles, one owner, absolutely unmarked; £1,145.—Central Newbury Motors, Ltd., Tel. Newbury 2000. [C1157]

ROSE & YOUNG, Ltd., offer 1956 model XK140 fixed head coupe, 18,000 miles only, one owner, fitted wire wheels, C type head, H.M.V. radio, etc., unmarked, grey; £1,025.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]

XK140 1955 hard top, British racing green, 21 bore carburetors, Indian crankshaft bearings, Chromalox liners, 9 to 1 c.r., competition clutch and rear springing, close ratio gearbox, Servall silencers, Lucas Flamingmotors, seat covers, floor mats, etc.; unusually good performer; £1,150.—Tel. Oxford 47496. [5252]

XK140 drophead '56 model, ivory red leather, 21,000 miles genuine, special equipment model, overdrive, electric screenwashers, chromium wire wheels, badge bar, flame throwers floor mats, luggage grid, H.M.V. radio, heater, special twin exhausts, and Michelin X, perfect condition, reason for sale XK150 arriving; R.P. can be arranged, offers, no dealers please. —Hulme 4-5, Northwood Hall, Hornsey Lane N.6, Day Chancery 5448, evenings Mountview 8561. [5776]

Jaguar XK140 Cars Wanted
DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

WANTED by private buyer in Midlands, carefully used 1956 140 hardtop, preferably with overdrive and disc wheels.—Full particulars, please, to Box 7969. [5699]

JAGUAR XK150

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0664/R]

JAGUAR XK150

R. B. CURRIE & Co., Ltd.

1958 (October '57) XK150 hard top, special equipment, finished in ivory, with red leather interior, disc brakes, this car is in beautiful condition having covered 12,500 genuine miles only; £1,625.—105, Westbourne Grove, W.2. Bayswater 0083. [C1095]

DUNCAN HAMILTON & Co. offer:—

1958 XK150 f.h.c., pearl grey with blue interior, wire wheels, disc brakes, overdrive, radio, etc.; £1,895. B.R.G., disc brakes, wire wheels, 750 XK150 miles. OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]

DUE to cancelled order we have available one XK150 drop head coupe, Sherwood green, green interior, special equipment, overdrive. M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. 644. [6057]

1957 special equipment model, overdrive, one owner, British racing green, supplied, maintained and serviced by distributors since new, Michelin X tyres; £1,775.—MacVitie, Malvern, Tel. 300. [T9007]

1958 Jaguar XK150, fixed head coupe, special equipment model, 5,000 miles, black red leather, extras include chrome wire wheels, and luggage rack, Jaguar mascot radiator blind, loose covers, floor mats, Underseal. Carefully run-in, driven by owner only, regularly serviced, cleaned daily, car as new, cannot be faulted; £1,795, terms, exchanges. PRIDE & CLARKE, Ltd., Stockwell Rd., S.W.3. Tel. Brixton 6251 Ext. 125 for full history from owner. [C3068]

Jaguar XK150 Cars Wanted
DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

JAGUAR MISCELLANEOUS

HENLYS, Ltd.

88, Piccadilly, Hyde Park 0247.

THE Jaguar Showrooms.

OVER 60 Jaguars to choose from . . .

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 6444.)

MANCHESTER (Blackfriars 7843).

BOURNEMOUTH (Bournemouth 6314).

CAMBERLEY (Camberley 2677-8-9).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

PARKWAY, Regents Park, N.W.1. (Gulliver 5721.)

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

MIKE HAWTHORN.

THE SURREY JAGUAR CENTRE offers:—

1956-7 Jaguars, 2.4 and 3.4, we have a selection of moderate mileage cars from £1,095.—The Tourist Trophy Garage, 44, Farnham, Surrey. Tel. Farnham 5363/4875. [C4110]

CHARLES SIMPSON MOTORS.

1951 Jaguar Mark V; £429.

STAPLES Corner, Hendon, N.W.2. Gladstone 0164-8. [C4098]

CHARLES FOLLETT, Ltd., officially appointed Jaguar repairers.

SHOWROOMS: 18, Berkeley Street, London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Ealing Ave, W.9. Canningham 5936. [C4010]

PERFORMANCE CARS (Ealing 8941) unique selection (198 cars) on page 1. [C5041]

CAMDEN MOTORS for Jaguars.—See selection from our stock on full-page advert, page 40 of this issue. [C1035]

CAMDEN MOTORS, Leighton Buzzard 2041.

BEART'S OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0061/R]

1956 Jaguar 2.4 special equipment saloon, pearl grey blue upholstery, 26,000 miles, first class condition; £1,095.

1957 Jaguar Mark VIII automatic, duo grey with red leather upholstery, 14,000 miles, immaculate; £1,575.

FRANCIS MOTORS, Ltd., 393, Humberstone Road, Leicester 66304. [C2131]

JAGUAR Mark V, Feb. '51, one owner, 3½ saloon, engine, tyres excellent; £325.—Cun. 3129, 29, Warwick Ave., W.9. [3749]

AZ MOTORS.—Colossal bargain offer: 1953 Mark AZ VII, radio, heater, one owner, unrepentable, £450!!! also 1950 Mark V saloon, £375.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1957 Jaguar Mark VIII saloon, dual grey, red interior, fitted with radio, new tyres, new battery and reined brakes, one owner from new; £1,550.

1954 Jaguar Mark VII saloon, beige, green interior, fitted radio, low mileage and in very good condition throughout; £550.

1953 Jaguar Mark VII saloon, black, brown interior, fitted radio, in very good condition (available shortly); £575.

UTO TRADING Co., Ltd., 24-30, Shirley Rd., Southampton. Tel. 27431. [5711]

£245!!!—3½-litre Jaguar saloon, in quite original order, no sign of rust, interior excellent, tyres all road, and only 20,000 miles on replacement engine, are 1947 but far better than many 1957s. Jennings, Richmond 3555. [C3101]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR MISCELLANEOUS

C type Jaguar, 9.1 comp. ratio, engine just reconditioned, new crankshaft, lead bronze bearings, rings, oil pump, timing chains, valves, springs, etc. New back axle clutch and radiator, just replaced, reupholstered and rewired; £975.—W. M. B. Smith, Footscray 5200. [15958]

Jaguar Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Jaguar buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

Nearly new or small mileage Jaguar wanted.
Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [W2028]

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S largest Jaguar service station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7. [0563/R]

LEX GARAGES, Ltd., Forty Avenue, Wembley, Middx. Arnold 1154.

COMPREHENSIVE range of Jaguar spares in stock and specialised service and maintenance. [0892/R]

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists.—Bromley, Ravensbourne 3456.

WESTERN MOTORS, Park Row Bristol (Tel. 26304, have a wide range of Jaguar spares for all models. [04122]

JAGUAR overhaul and repair service.—A.I. Garage (Incorporating Harman Engineering) Child's Place, Earls Court Rd., S.W.5. Fre. 6161. [0097/R]

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.

—Spare parts for Jeep, Home and export.

1958 illustrated assembly guide, and parts catalogue, price 1/-, largest stocks, lowest prices; exchange plan included; gear box clutch, etc., noted for all American spares.—Dept. A, 331-5, High Rd., Chiswick, London, W.4. Chl. 1919 6850. [0335/R]

DEPENDABLE Jeeps at reasonable prices.—Metamot, 100, Belsize Lane, N.W.3. Hamstead 8231. [0599]

1953 regd. Willys Jeep, coach built utility body, 4 door and bench seats; £275.—Rel. 3251. [15608]

AUTOWORK, Ltd., the original Jeep specialists, offer Jeeps in almost new condition.—Southgate St., Winchester. Tel. 4965. [C1010]

JEPS, private car or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/8248. [0820/R]

1957 Willys Jeep C.J.5, 7,000 miles, list over £500, accept £600 o.n.o. Ford Jeep G.P.W., good condition; £90.—451, Padham Road, Burney, Lancs. [15806]

JENSEN

JAMES TAYLOR AUTOMOBILES, offer—

1955 Jensen 541 sports saloon in opalescent blue, radio heater, recorded mileage 17,000, just as new; £1,595, consider Mk. VI Bentley in part exchange.—Finton Road, Worthing, Sussex. Finton 3022. [C4027]

COOMBS & SONS (GUILDFORD), Ltd., offer—

JENSEN 541 de luxe saloon, finished in Reno red, fitted with overdrive, heater, disc brakes, etc., brand new and unregistered, 1958 model, list price £1,775.—Tel. 5290. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907.

WM—Jensen Interceptor.—See Welbeck Motors display advertisement on editorial page 315. [C1049]

CHARLES FOLLETT, Ltd., sole London distributors covering Home Counties except Surrey, offer—

1958 Jensen 541 de luxe saloon, disc brakes, overdrive, drive, grey, red leather, heater, radio, genuine 5,800 miles only, as new 6 months guarantee; £2,350. [C1175]

SHOWROOMS: 18, Berkeley Street, London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningsham 5936. [C2010]

MICHAEL CHRISTIE MOTORS for new and used Jensens, enthusiastic attention, expert tuning.—Aylesbury, Tel. 4727. [C1094]

1957 (July) Jensen 541, overdrive, heater, 14,000 miles, one careful owner, as new throughout, recently fitted new Michelin X tyres; £1,775. [C2111]

FREEMAN, Ltd., Grosvenor Garage, Burnage A Lane, Levenshulme, Manchester, 19. Rusholme 2874. [C2111]

COOMBS & SON (GUILDFORD), Ltd., are Jensen Distributors for the whole of the South of England; certain models from stock, demonstrator available.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907-9-9. [C1057]

JOHN W. TRUSCOTT, Ltd.—1957 Jensen 541, overdrive, one owner, an excellent example; £1,595, exchanges, deferred terms.—175, Westbourne Grove, W.11. Bayswater 4274. [C4035]

JOWETT

SPUR GARAGE offers—

1952 Javelin, black, definitely only 33,000 miles from new, an outstanding specimen; £425. [C4109]

1952 Javelin, golden sand, one owner, heater, radio and recent reconditioned engine; £395. (December) Javelin, grey, bills available showing over £100 mechanical overhaul; £335. [C4109]

1950 SPUR GARAGE, Ltd., Bushey Rd., Raynes Park, S.W.20. Lib. 4052. [C4109]

BUNTINGS MOTORS EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnerfield Lane, Harrow. Tel. 6225-6. 0913/R

JOWETT

IMPERIAL MOTORS, Exmouth, offer—

1953 (Sept.) Jowett Javelin saloon, green/beige (two-tone), 1000 cc. engine, heater, car completely reconditioned engine has run 50 miles only, a really nice car; £450.—Exmouth 3045/2567. [C2134]

SEE Noel Roscoe, Ltd., Showroom Window on page 46. [C3137]

1954 Jowett Javelin saloon, latest series, beautifully kept; £355. 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6861. [C4036]

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6861. [C4036]

1952 Jowett Javelin, black, one owner, superb order; £435.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1949 (model) Javelin saloon, black, red leather, heater, really excellent; £225.—Newbury Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [C3102]

1949 (Sept.) Jowett Javelin de luxe saloon, extras; £295.—Rawlings, Tudor Garage, Ltd. 925-931, Fulham Rd., S.W.6. Renown 2281. [C4132]

1952 (Oct.) Javelin, black, 43,000, body excellent, brakes relined, good mechanically, must sell to keep building society at arm's length; £350 o.n.o.—Wor. 7565 after 7 p.m. [6013]

1950 (Nov.) Jowett Javelin de luxe, one owner only, carefully driven and maintained; £325; apply after 7 p.m.—31, Kings Road, Chingford, E.4. St. 2519. [5908]

JACK ROSE, Ltd., offer 1952 Javelin de luxe with radio, late type engine, excellent condition; accept £395.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

JOWETT Javelin de luxe saloon fitted with latest type engine, loose covers, 1000 cc. engine, heater and windscreen washers; licensed to Dec., a very good car; £350. [5928]

MILESTONES SERVICE GARAGE, Ltd., 308, Erith Rd., Bexleyheath. Erith 2469 2629. [5928]

Jowett Cars Wanted

ROWLAND SMITH'S the Jowett buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

GOOD Javelin required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2300]

Jowett Spares and Service

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. [0504/R]

F. FAIRMAN & SONS, Ltd., Jowett main agents

COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R]

G. W. WILKIN, Ltd., for Jowett spares and service.—Richmond Rd., Kingston-on-Thames. Kin. 2241. [0949/R]

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd. N.17. Tot. 1906 7553. [0504/R]

BUNTING'S MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and Bradford Jowett.—Bonnerfield Lane, Harrow. Tel. 6225-6. [0075/R]

COOTER & GREEN, Ltd., Jowett main agents; Javelin, Jowett and Bradford spares, repairs and service. The Elen Park Garage, 405, Upper Elmers End Rd., Beckenham, Kent. Bec. 2465. [0949/R]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists; comprehensive stock of spares, 1930-1954 models, over 30 years' Jowett experience. [0759/R]

GOODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs 229-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R]

LAGONDA

1952 2½-litre Lagonda coupe, maroon; £645.—Foots Cray 2152/2589. [5735]

LAGONDA 2.6 drop head coupe, late 1953; £275 o.n.o.—Bushey Heath 1685. [C2017]

LAGONDA 1939 series LG6 drop head coupe, enquiries to: R. A. Creamer & Son, 6-12, Drayson Mews, Kensington, W.8. Western 1275. [5562]

1939 Lagonda V12 drop head, perfect specimen throughout, maintained regardless of cost, privately owned; £575.—Tel. Canford Cliffs 78606 (Nr. Bournemouth). [5662]

1950 Lagonda 2.6 drophead coupe, replacement engine recently fitted by manufacturers, blue grey upholstery; £450.—Dickens & Jose Motors, Ltd., 145, Northfield Ave., Ealing, W.13. Tel. Ealing 0430. [4909]

LAGONDA sports saloon 2½-litre (1951), colour brushed stainless steel radio, heater, excellent condition, recorded mileage 23,000, a perfect example of this very famous marque; taxed year; unmarked, very carefully used; unrepeatable at £525.—Tel. Bexhill 2476.—G. W. Davis, Belle Hill, Bexhill, Surrey. [5737]

RARE and immaculate Lagonda 2.6 sports saloon, 1950, beautifully finished in pastel blue and dove grey with Connolly hide upholstery in pale blue piping with grey, remainder of trimmings in matching shade of blue, mahogany fascia and door paneling completely unmarked inside and out; £50 R.M.V. press-button radio built-in heater/demister, de-icing unit, windscreen washers, mechanically this car is equally as good as its appearance, it has been thoroughly checked over and serviced in our workshops and is found to be absolutely 100%, no superlatives can do proper justice to this truly magnificent specimen. Price and further details from

CAMDEN MOTORS, Lake St., Leighston Buzzard 2041. Write for fully descriptive priced catalogue; showrooms open until 8 p.m. Terms, exchanges. 450 other cars available. [C1035]

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Lagonda.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 6012. [W2003]

WANTED by private advertiser 1955 or 1956 Lagonda 2-litre drop head coupe, condition must be immaculate, will view anywhere in U.K.—Stuart, 21, New Dover Rd., Canterbury, Canterbury 6001. [5258]

LANCHESTER

£545—Lanchester 14 saloon, 1953, meticulously maintained and in extraordinary condition, fitted many extras; terms and exchanges.—Valentine 4674. [T9032]

1947 Lanchester 10 de luxe saloon, sun roof, mirror etc., one owner only from new; £295.—Englefield Bros., Cornwall Garden Walk, S.W.7. Western 7079. [5822]

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

ARCOT ENGINEERING, Ltd.—Complete overhauls and servicing service, Lanchester cars, preselector gear box, exchanges and 24-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237/R]

LANCIA

TOLWORTH MOTORS, Ltd., offer—

1956 model (Dec. 1955) Lancia Gran Turismo saloon, one owner, factory maintained, radio low mileage, a beautiful specimen. [C4081]

1956 (July) Lancia G.T. Spyder, radio, heater, Lancia factory-made parts, latest modifications, a most immaculate low-mileage car.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer—

1957 series Lancia Gran Turismo, one owner, 22,000 miles, finished in dark blue, fitted with central gear change, four Rumbellishers and seat covers, immaculate condition throughout; £2,350. [C1001]

£185—1957 Lancia Aprilia saloon.—Cornwall Garage, Stratford Rd., W.8. Western 2616. [C1162]

1957 Gran Turismo, 14,000 miles, as new.—C. V. Rushmer, Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C5061]

LANCIA Aurelia B12 1955 4-door saloon, light blue, £1,200.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

1938 Lancia Aprilia, sound body, reliable engine; £200.—Evans, Tower Hill, Droitwich, Tel. 3194. [5621]

1935 Lancia Augusta, in B.R. green, £75 spent last 3 months, bills available; £150.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Ham. 3430. [C1150]

GT 2500 coupe, first registered Dec. 1955, colour dark green, loose covers, radio, excellent condition throughout, one owner; £1,875.—Lancia (England), Ltd., Ealing Rd., Alpertown, Wembley, Perivale 5656. [0215/R]

Lancia Cars Wanted

ROWLAND SMITH'S, the Lancia buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

LANCIA (ENGLAND), Ltd.—Branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spares available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc. apply Lancia Works, Alpertown, Wembley (Perivale 5656). [80520/R]

LEA-FRANCIS

AZ MOTORS offer 1950 14 saloon, fitted radio, heater; sacrifice, £325.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1939 Lea-Francis 4-door saloon, excellent engine, terms.—Bray Motors, 180-184, West End Lane, S.W.6. Hampstead 6490. [C1024]

245 gns.—Lea-Francis, November 1948 14hp 4-door estate car, natural hardwood, brown leather, sliding windows, removable rear seating, excellent condition; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£465—Lea-Francis 2-litre, very special sports con- spots, tonneau, discs, etc., cost new to owner over £2,000; a 1951 better than most '56's; many others; we welcome A.A. or R.A.C. exams; hire purchase or h.p. a/c settled; from 1/6 deposit, balances 12, 18 or 24 months to pay; delivery anywhere if required; call waiting for your car, if you wish to sell.—1, Clarendon Rd., W.11. Park 5066-7, 9 a.m. to 6 p.m. Monday to Saturday. (50 yds. Holland Park Tube.) [C1017]

ROWLAND SMITH'S, the Lea-Francis buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R]

S—Deansgate, Manchester, 3. Tel. Dea. 4755-6. [0828/R]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266. [0959/R]

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningsham 5936-7. [0959/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

A&S Ltd.

PROVIDENCE Court, W.I. Mayfair 2941.

ARMSTRONG Sapphire, April 1957, pre-selectric, L.W.B. 7-passenger Limousine, 14,000 confirmed, equal new condition. £1,750.

ARMSTRONG Sapphire, 1956, pre-selectric trans- mission, L.W.B. 7-passenger Limousine, low mileage, one owner. £1,545.

ARMSTRONG Sapphire, 1956, L.W.B. 7-passenger Limousine, black, brown hide, one owner, 58,000. £1,475.

AUSTIN Princess, August 1955, L.W.B. 7-passenger Limousine, Laycock-de-Normanville overdrive, one private owner, 35,000 miles, maintained. £1,965.

AUSTIN, August 1955, L.W.B. Princess 7-passenger Limousine, 17,000, black, covers, H.M.V. radio, equal new condition. £2,095.

AUSTIN, 1955 August, Princess saloon, black covers, heater, radio, 35,000 miles. £695.

AUSTIN, 1951, Series, A125 Sheerline 7-passenger Limousine, cloth, black, radio, heater, one owner. £850.

AUSTIN, 1954 June, 16hp Hircar, black, brown leather. £675.

AUSTIN, 1952 Series, 16hp Hircars, one owner, 4 Works maintained, low mileage. £575. Selection—4.

AUSTIN, A152 13-seater Omnicoach. Orders accepted for early delivery.

DAIMLER, 1947 Series, DE27, Prestone & Webb, 23,000, leather, black, titled owner. £825.

HUMBER, August 1955, Blue Riband Pullman Limousine, one owner, Works maintained, black, cloth, covers. £1,295.

HUMBER, 1952 Series, III Pullman 7-passenger Limousine, electric division, outstanding condition, private owner, low mileage. £1,075.

HUMBER, 20,000 miles, October 1951, Pullman Limousine, black, brown leather, radio, heater, one owner. £1,590.

HUMBER, 1951 Series, Imperial, 7-passenger, one private owner, low mileage, outstanding condition throughout. £865.

HUMBER, 1951 Series, Mark III Imperial, black, leather, heater, radio, extensive re-conditioning. £855.

HUMBER, 1948 Series, wired edge Pullman Limousine, black, cloth, two owners. £495.

ROLLS, June 1952, 20 25, swept Windover Limousine, side occasional, excellent condition. £355.

ROLLS, 1955, Phantom II Park Ward swept 7-passenger Limousine. £275.

LIMOUSINE specialists for over 30 years. Write or telephone for lists.

A&S and **SAUNDERS** Ltd., Providence Court, North Audley Street, W.I. (Near Selfridges). Mayfair 2941. [C1006]

LIMOUSINES! Limousines! Limousines!

CAMDEN MOTORS have 70 limousines of all makes available, free catalogue and brochure sent on request, six months written guarantee; see below for very rare example—

1951 Armistead Siddeley 18hp long wheelbase seven-passenger limousine, black maroon hide interior, projector gears, full air conditioning, H.M.V. radio, property of elderly business executive, other cars kept, chauffeur driven, completely original and in wonderful mechanical condition. £695.

CAMDEN MOTORS, the Limousine Specialists, Lelanton Buzzard 2041. Write for special hire car catalogue and illustrated brochure; showrooms open until 8 p.m.; terms, exchange. [C1035]

AZ MOTORS offer: £1,511! Absolutely sound Buick Wildcat limousine—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

JACK ALPE LIMOUSINES.

MARYLEBONE, W.I. Welbeck 1124.

ARMSTRONG Sapphire 1957 series, l.w.b., pre-selectric, cloth rear, partition, widest forward occasional, heater, radio, screenwash, 15,000 miles only, one owner, private, black, almost new.

ARMSTRONG, 1952 July, 1952 l.w.b. cloth rear, widest forward occasional, heater, loose covers, low mileage, black. £765.

AUSTIN 1955 series, l.w.b. Princess, partition, widest forward occasional, leather throughout, heaters, privately owned, low mileage, black. £1,925.

AUSTIN 1955 series, l.w.b. Princess, forward occasional, leather throughout, heater, radio, underseal, one owner, private, black. £1,760.

AUSTIN 1952 July, 16hp Hircar, one owner, private, moderate mileage, black. £565.

AUSTIN 1951, March, 16hp Hircar, one owner, black, exceptional value. £475.

DAIMLER, late 1952, DE36 Hooper, forward occasional, electric partition, heater, radio, screenwash, cloth rear, one owner, private, 23,000 miles only, black. £385.

DAIMLER, late 1947, DE27 Hooper, forward occasional, cloth rear, electric division, one owner, private, black. £385.

HUMBER 1954 series IV Pullman, ohv engine, cloth rear, loose covers, heater, radio, tubeless tyres, one owner, private, moderate mileage, black, selection of a 1954 ohv Pullmans from £1,390.

HUMBER 1954 series IV Imperial, ohv engine, brown leather throughout, heater, radio, loose covers, private, 21,000 miles, black. £1,390.

HUMBER 1952 April series III Pullman, brown leather throughout, heater, underseal, spare unused, 20,000 miles only, one owner, private, black. £1,125.

HUMBER 1951 Feb. series III Pullman, cloth rear, heaters, one owner, private, low mileage, black. £895.

HUMBER 1951 series III Pullman, cloth rear, electric division, heaters, black. £795.

ROLLS-ROYCE 1957 Rippon 25 30, forward occasional, cloth rear, heater, one owner, private, small mileage, black. £690.

ROLLS-ROYCE 1957 Phantom III Windover, cloth rear, forward occasional, swept tail, mileage 44,000, excellent Rolls history, privately owned, black. £685.

ROLLS-ROYCE 1955 Thrupp 20 25, cloth rear, wide forward occasional, swept tail, recent engine overhaul, black. £395.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.I. (Near Baker St. Station), Welbeck 1124. [C1103]

LIMOUSINES

J. DAVY, Ltd., offer—

1952 Austin Sheerline, l.w.b., 8-seater limousine, black, hide, front, cloth rear, a superior example, maintained to the highest standard. £1,025.

180—184, Kensington High St., W.8. Wes. 7181. [C1069]

ARMSTRONG seven passenger limousine, face forward, 2500—Stratstone, 40, Berkeley Street, W.1. May. 4404. [C4022]

WALTER SCOTT, Ltd.—Rolls-Royce 50hp Park Ward, exceptional black, excellent throughout. £595—39, College Cres., N.W.3. (Swiss Cottage Tube). Fri. 4466. [C4006]

Limousines Wanted

ALPE & SAUNDERS, Ltd. require Limousines. Good prices for cars in above average condition.

A&S Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [W1006]

SEVEN-SEATER l.w.b. limousine required, late model, all makes considered—81, Alfretd Rd., Winchester. [W4087]

URGENTLY required to fill definite enquiry, good post-war limousine—Details, please, to H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

WE are cash buyers of 7-passenger limousines and saloons, Humber Princess, Rolls, enquiries waiting for clean quality vehicles—Regent Service Garage, 291, Ballards Lane, London, N.12. Hillside 4011. [5854]

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us a subsidiary of Ford Motor Company, Ltd.—Lincoln Car, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. [0748]

Lincoln Cars Wanted

THE Lincoln buyers—See under American Cars.

SIMPSON'S—Wem. 8691/3903/4422. [W4015]

LOTUS

LOTUS Formula II, 1958, single cam Coventry Climax engine, two speed gear box, 2.5 differential, etc. only used three hill climbs, easily adapted to twin cam or Formula I, would sell without engine.

G description, enquiries please write for price and full details—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. Haddenham 345. [C1094]

MERCEDES-BENZ

A **WORKING MOTORS**, distributors for Surrey and Sussex, offer

300B, 1955, black, 19,000 miles, radio. £1,750.

220S, 1958, grey, 6,000 miles, radio. £1,985.

220A, 1956, blue, 20,000 miles, radio. £1,475.

190SL, 1956, black, 15,000 miles, radio. £2,050.

190SL, 1956, l.h.d., white, 23,000 miles. £1,750.

ALL used cars passed by factory-trained service dept., unique 12 months' guarantee and other after sales service.

WORKING MOTORS, Ltd.—Open Saturday afternoons—Maybury Hill, Woking 4277. [C4057]

AT

JOHN S. TRUSCOTT, Ltd., Mercedes-Benz distributors, many new cars for immediate delivery, including—

220S saloons.

190 saloons.

190SL roadster.

WIDE choice of colours.

DETAILED literature on request.

SECOND-HAND types 220A, 220S (with Hydrak or normal transmission), 190SL sports, and 190 saloons in superb condition at competitive prices for immediate delivery; car stock changes continually; current details on request; exchange, deferred terms—175, Westbourne Grove, W.11. Bayswater 4274. [C4035]

DICKS.

1951 Mercedes 170V saloon, engineer maintained; £375.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Tel. Gladstone 7175. [C1072]

TAYLOR & CRAWLEY, Mercedes-Benz distributors.

OFFER new:—

220S saloon, choice of colours.

190SL coupe.

GUARANTEED used cars.

1958 Type 220S saloon, 5,000 miles, perfect car; £2,075.

1956 Mercedes-Benz type 300C, automatic, 4.5-seater convertible, immaculate; £3,150.

1957 Type 220S saloon, 16,000 miles, radio; £1,735.

1958 Type 220S saloon, 7,000 miles, radio; £1,965.

1955 Type 220A saloon, one owner, beautiful condition; £1,325.

1958 Type 190 saloon, 3,000 miles, left-hand drive; £1,375.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

1950 model Mercedes-Benz, l.h.d., in excellent order throughout, Telefunken radio, heater; 395—Spicers Car Sales, Tel. Hitchin 2037. [C4131]

1949 Mercedes-Benz saloon, 170V, l.h. drive, imported and registered 1950, beige, extremely clean, loose covers, excellent order; £355 o.n.o.—37 Kilburn High Rd., N.W.6. Tel. Mai. 4767. [4814]

MERCEDES-BENZ

MOTORS & PLANT (PETERBOROUGH), Ltd.

Mercedes distributors, offer:—

NEW 190SL Roadster in white, ex stock.

NEW 220S, grey interior and exterior, ex stock.

NEW 220S, blue exterior, beige interior, ex stock.

NEWARK Rd., Peterborough Tel. 5558. [T9011]

BLACK & WHITE GARAGES, Phone 331 & 251 Harvington, Evesham.

ALWAYS a full range of new and used Mercedes-Benz cars available; visit our attractive showrooms; largest stocks of accessories and spares in the Midlands; full repair facilities by trained Mercedes-Benz mechanics, official Bosch and Hella distributors (trade also supplied); part exchanges, hire purchase, insurances; Mercedes-Benz main dealers 8, Worcester-shire, 8 Warwicksire and Herefordshire.—Black & White Garages, Evesham, Tel. Harvington 351. [0203]

1958 series Mercedes-Benz 220S saloon, finished in blue/grey, genuine 10,000 miles by one owner virtually as new. £1,975.

1957 Mercedes-Benz 220S saloon, finished in pearl grey, genuine 22,000 miles, fitted radio, covers, immaculate; £1,750.

THOMPSON-DOXEY, Ltd., Mercedes-Benz Main Agents, 109-139, East Bank St., Southampton. [C4120]

1955 (August) Mercedes 220A, saloon, blue, grey leather upholstery, radio, immaculate; £1,300.—59, Morton Way, N.14. Pal. 2670. [5818]

CAMBRIDGE MOTORS, the Essex distributors for Mercedes-Benz, have new models for immediate delivery, including the 220S saloon and 190SL roadster.

1956 220A saloon, black with grey cloth upholstery.

1955 220A saloon, sun roof, grey finish with cloth upholstery, superb condition.

1954 180 saloon, black with green upholstery, excellent vehicle.

1954 (first registered October), a 170 diesel left-hand drive model, black; £650.

CAMBRIDGE MOTORS, Springfield Rd., Chelmsford 4881, Evesham, Chelmsford 51617 or Danbury. [C1149]

1955 170D, one owner, low mileage; £795.—Mansfield Autos, Ltd., 18, Fitzroy St., London, W.1. Euston 2587.

£115 o.n.o.—Mercedes-Benz 1935 rear eng. sal. blk., ind. suspension, overdrive; not marvellous to look at but in sound condition bodily and mechanically.

K **INDUSTRIAL GARAGE, Ltd.**, 50, Harborough Rd., Northampton, Tel. 4297-8. [4808]

1956 Mercedes-Benz 220S saloon (June, '56) black with maroon hide upholstery fitted twin wing mirrors, heater, radio, twin rear demister and recorders, mileage 21,000. £1,700.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester, Tel. 6371. [C4005]

1955 (August) Mercedes-Benz Type 220A saloon, black with red hide upholstery, tyres as new, small mileage, spares car; £1,350; terms, exchange.

Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge 87519. [5222]

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, 1, Tel. 25380. Mercedes-Benz distributors for the Western Counties. We invite enquiries for the world famous Mercedes-Benz cars; brochure available by return; demonstrations arranged by appointment; part exchanges welcomed and our confidential out-of-income facilities available. [0474 R]

Mercedes-Benz Cars Wanted

ALL types post-war Mercedes-Benz urgently required.

WORKING MOTORS, Ltd., open Saturday afternoons, Maybury Hill, Woking 4277. [W4057]

WANTED privately, Mercedes 170 or 180 diesel; other diesel cars considered.—Box 7957. [5693]

!!! 220S wanted, cash or exchange.—Euston 7899.

Federree Car, 540, Euston Rd., N.W.1. [W5093]

WANTED, Mercedes-Benz diesel, all types urgently required, must be clean; full particulars to:

COUNTRY CARS, Ltd., 30, Oldham Rd., New Cross, Manchester, 4 Central 9257. [T9106]

ROWLAND SMITH'S, the Mercedes buyers; highest cash prices.—Hampstead High St., N.W.3. High 6041. [W3018 R]

Mercedes-Benz Spares and Service

SALES, service and spares, factory trained personnel.—Main agents E. & K. Thomas, Ltd., 17-21, Loughborough Rd., West Bridgford, Nottingham. Tel. 82121 (3 lines). [0966 R]

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares, Great West Rd., Brentford, Middlesex, Ealing 5070. [0962 R]

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford.—Tel. Ealing 4506-9. [0743]

Mercury Cars Wanted

THE Mercury buyers—See under American Cars.

SIMPSON'S—Wem. 8691/3903/4422. [W4015]

MESSERSCHMITT

MPHW SALES, Ltd., Bubble and Miniature car specialists; New and Used for immediate delivery; call 25, Piccadilly, Gerrard 6055, 126, Holland Park Ave. (just by Shepherd's Bush Green) 67, Goldsworth Rd., Woking 5251. [0844 R]

PRIDE & CLARKE—Spares, quotations any part by return post; o.d.; easy payments; trade supplied.—Stockwell Rd., S.W.9. Brixton 6251. [83068]

METROPOLITAN

H. A. SAUNDERS, Ltd., offer:—

1958 Austin Metropolitan saloon, green, white, black and white upholstery, recorded mileage 6,586, heater, radio, cigarette lighter; £675.

H. A. SAUNDERS, Ltd., 836-838, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

METROPOLITAN

CAR MART, Ltd.

SOLE London Austin distributors.

£625—Austin Metropolitan 1500 convertible, radio, heater, extra; reg. 1958, with 6 months' guarantee.**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [C1039]

TOM GARNER, Ltd., offer:—

1957 (November) Nash Metropolitan hard top coupe, cream/red, radio, etc., 5,000 only; £685. [C2020]**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester. [C2020]**£695**—Hard top, red/white, 500 miles only.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [C2073]**1958** Metropolitan, 5,000 miles only; £665.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2046]**1957** Metropolitan hard top, primrose/white, new condition; £620; exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4067]**1957** (July) Austin Metropolitan f/b coupe, in green and white, in perfect condition; £640.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161. [C3044]

M.G. MIDGET

WEYBRIDGE AUTOMOBILES offer:—

1952 M.G. TD 2-seater, white with beige interior, fitted supercharger, really excellent condition throughout; £485.**WEYBRIDGE AUTOMOBILES, Ltd.**, 80, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4094]

BOON & PORTER, Ltd., M.G. agents.

1955 TF 1500 roadster, 36,000, expertly maintained; £590.**CASTELNAU, S.W.13** (Nr. Hammersmith Bridge), Riv. 4444. [C1022]**JARVIS OF WIMBLEDON**—100% B.M.C. dealers.**1953** M.G. T.D., black/biscuit, chrome luggage grid, the best T.D. we have had for a long time, full history known, never raced or rallied, 15 months' guarantee; £525.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221, Wim. 2526. [C2086]

ERIC WILLIAMS, Ltd., offer:—

1947 M.G. TC, black with beige interior, immaculate condition; £335.—Pierpoint St., Worcester. Tel. 5786. [6110]

GLANFIELD LAWRENCE offer:—

1954 M.G. TF, ivory, 25,000 miles, one owner, extras; £595.—407, High Rd., N.12. Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer:—

1948 M.G. TC sports 2-seater, red, fawn upholstery; £525.**WARWICK WRIGHT, Ltd.**, 393, Edgware Rd., N.W.2, Gladstone 0041. [C4137]

CHIPSTEAD MOTORS, Ltd., offer:—

1949 TC, B.R.G., rebored, brakes relined, etc., chrome rack, 2 careful owners, sound condition throughout; £385.—142, Holland Park Ave., W.11. Park 3445-5. [C1046]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1956 M.G. A, white/black, tonneau cover and other extras, beautiful car; £755.**1954** M.G. TF, black/green, radio, etc.; £580.**1953** M.G. TD, black/beige, tonneau, etc.; £495.**1953** M.G. TD, cream/red, excellent condition throughout; £485.**1951** M.G. TD, red/beige, many extras; £450.**1947** M.G. TC, black/beige, new hood, etc.; £315.**1946** M.G. TC, green/beige, in really magnificent order throughout; £315.**1946** M.G. TC, black/green, special body, fine condition; £299.**1938** M.G. TA, beautiful condition throughout; £240.**NEW** Magnette Varitone, grey/grey with red upholstery, immediate delivery.**PART** exchanges and hire purchase welcomed.**PARADE MOTORS (MITCHAM), Ltd.**, Monarch Parade, London Rd., Mitcham, Surrey, Tel. Mitcham 3392/7188. [C3036]**1953** M.G. TD, 19,000 miles, spare unused, as new throughout; £510.—Tel. Oxford 2628. 16003**1953** M.G. TD sports, black with red leather, radio, heater, good condition; £450.**L. F. DOVE (C.V.)**, Ltd., 98, Lower Addiscombe Rd., Croydon, Add. 3131. [6096]**TF** 15,000 miles, immaculate; £585.—2, Holly Rd., Birmingham, 20. Northern 3184. [5977]**1954** M.G. series TF, black; £575.—Odeon Motors, 144, Bar. 1144. [C3036]**1953** TD, green engine, body, tyres excellent condition, going overseas Sept. 4; best offer.—50, Farnham Rd., Seven Kings 8621. [5998]**1953** M.G. 2-str. TD, dk. green, many extras, Michelin X tyres, good screens; £525.—F.M.A., Southsea 2361. [5251]**1954** M.G. TF, red, one owner since new, immaculate throughout.—Blakey, 156, Newmarket Rd., Norwich, Eaton 191. [5790]**1949** M.G. TC, B.R.G., replacement engine, excellent condition; £345 o.n.o.—11, Ouse Rd., Bedford 4653. [5980]**SLOCUMBS, Ltd.**—1956 (Oct. '55) M.G. Magnette, S one owner, speedo reading 22,330; £725.—Dudden Hill Lane, N.W.10, Willesden 4669/3934. [C4017]**M.G. TD Mk. II** Oct. '52, exceptional, red, direction indicators, spotlight, rack Canadian leaving; nearest £440, London.—Box 8016. [5825]

M.G. MIDGET

1946 TC M.G., black/green, recent replacement engine; £280.—Central Basingstoke Motors, Ltd., Brook St., Basingstoke, Tel. 2468. [C1157]**1947** TC 2-seater, black, red interior, recent replacement engine, very good car; £275.—Merton Motors, Wythall Garage, Wythall, Nr. Birmingham. Wythall 2130. [5701]**1946** TC, black, good condition throughout, luggage rack, windtones, wipers, well shod; £280.—25, Winchester Way, Warden Hill, Cheltenham, Glos. [5952]**£310**—1946-7 TC, black with green, really superior condition; distance no object; terms and exchanges, open week-ends.—Ann Street Motors, Worthing 9405. [C1176]**MAYFAIR GARAGES, Ltd.**—1953 TD, black and red, scrupulously maintained in immaculate condition throughout; written guarantee; £450.—Bishops Bridge Rd., W.2, Amb. 1061. [C3009]**595** ens.—M.G. Midget 1955 TF 1500 2-seater, red, beige leather, numerous extras, carefully used; written guarantee; terms, exchanges.—Rowland Smith, below.—**465** ens.—M.G. Midget 1953 TD 2-seater, heater, pass light, badge bar, new hood, excellent condition; written guarantee; choice of 4 TDs, terms, exchanges.—Rowland Smith, below.—**295** ens.—M.G. Midget late 1947 TC 2-seater, green, green leather, carefully used; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]**1947** M.G. TC 2-seater, red, tonneau cover and several other extras, in exceptional condition; £285; terms, exchanges.—Moreland Motors, 362, Finchley Rd., London, N.W.8. Hampstead 1210. [6100]**1953** (Aug.) M.G. TD roadster in red, immaculate and light chassis, new plastic hood just fitted, must be fitted TD on offer; £445; terms, exchanges.—Corner Garage, Gorton St., Blackpool, Tel. 26838. [C2083]**WANTED**, a good home for my M.G. J2, new ends, crank, mains seals, camshaft, half shaft, hub caps, hood, tonneau, huge brake; exceptional; £130 or near.—Tel. Woking 4048 or Burgess, Aroca, Nursery Close, Horsell, Woking, Surrey. [5989]**M.G. 2-seater**, better than most T.C.s, new head, back axle, headlights, hood and screens, completely rewired, brakes relined, new Blumel wheel and rev counter, appearance and interior post-war, excellent throughout; price £240, no offers.—For. 9019. [5993]

M.G. Midget Cars Wanted

S. H. RICHARDSON, WANTED all model M.G.s, any model, any year, any condition, full engine, body, chassis, reconditioning service; trade offers invited; hire purchase accounts settled.—The Meadows, 33, Church Rd., Cowley, Middlesex. Uxbridge 2065. [T9104]**TC** TD, TPs wanted for cash.—Archway Engineering, Ltd., Bridgewater St., Knott Mill, Manchester, 3. Blackfriars 6455. [0687 R]

M.G. MAGNETTE

TOM GARNER, Ltd., offer:—**1955** M.G. Magnette saloon, grey/black, heater, 26,000; £695.**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester. [C2020]**WARWICK WRIGHT, Ltd.**, offer:—**1955** M.G. Magnette saloon, grey, red upholstery, radio and heater, 27,000 miles; £735.**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]**S'WANMORE GARAGE, Ltd.**, offer:—**1956** M.G. Magnette, gunmetal grey, grey interior, 30,000 miles; £795.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 4334. [C4024]**UNIVERSITY MOTORS, Ltd.**, offer:—**1958** M.G. Magnette Varitone saloon, grey and black, fitted manumatic clutch, 4,000 miles; £925.**1957** M.G. Magnette Varitone saloon, duo grey with black upholstery, 14,000 miles; £925.**UNIVERSITY MOTORS, Ltd.**, 80, Piccadilly, W.1. Grosvenor 4141. [5892]**CHIPSTEAD MOTORS, Ltd.**, offer:—**ALEXANDER** conversion, 1956, one careful owner, crimson with fawn leather, heater, etc., low mileage, specimen; £785.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]**1957** M.G. Magnette, one owner, small mileage, specially tuned; £685.**1956** M.G. Magnette, Ltd. one colour, small mileage, one owner; £745.—Castle St. Motors, St. John's Rd., Hove 70596. [C1169]**1955** (Nov.) M.G. Magnette, blue, 19,000 miles, 4 months' B.M.C. warranty; £745.**WOODCOTE MOT. CO., Ltd.**, The Nuffield Distributors, Epsom 1234. [6032]**1958** M.G. Magnette Varitone, ivory, radio, many extras, virtually new; £1,020.**1957** M.G. Varitone, ivory and maroon, radio, immaculate condition; £925.**1956-7** owner, excellent value; £795.**1956** M.G. Magnette, steel blue, red hide, an extremely well-maintained car; £745.**HEWITT GARAGE, Ltd.**, High St., Ambleside, Stourbridge. Tel. Stourbridge 5138. [C2136]**1958** M.G. Magnette, black green upholstery, 540 miles only, first registered July 21st; £1,025.**1956** M.G. Magnette, one owner, black/green leather, 17,000 miles, immaculate, £795; condition, £745.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]**57** Magnette, all red, varitone red leather, 4,800 miles; £985.—Bar. 0454. [6008]**1958** April M.G. Magnette, red, radio, extras, 3,000, as new.—Y. C. S., Ltd., Staines 5377. [5972]

M.G. MAGNETTE

1954 M.G. Magnette, wonderful condition; £640.—Totnes, Devon. Tel. 2404-5. [5368]**1955** Magnette maroon, heater, beautiful appearance; £650.—Carr Bros., High St., Purley, Surrey, Uplands 4811. [5918]**1957** Magnette Varitone saloon, blue/black, one owner; £595.—Bromham Garage, Bromham, Bedford. Tel. Oakley 359. [6002]**1957** M.G. Magnette, overdrive, low mileage, one owner, exceptional condition; £1,025.—Robbins, East Putney, Tel. 7981. [C3010]**1956** (July) M.G. Magnette, grey, 20,000 miles, one owner, taxed; £795.—The Black Horse Garage, Ltd., 174-176, Sheen Rd., Richmond 602. [C1116]**1954** (Aug.) M.G. Magnette saloon, in grey/grey leather; £595.—Gibson's Sports Cars, Lyndhurst Road, Christchurch, Hants. Tel. Highcliffe 2275. [C2109 1]**1957** (March) M.G. Magnette Varitone model, twin light grey, H.M.V. radio, 12,000 miles; £875; h.p. can be arranged.—Price, 30, Broad St., Ludlow, Shropshire.—Tel. Ludlow 400 after 6.30 p.m. [5855]**1957** (September) M.G. Magnette Varitone, duo grey, with automatic gearbox; total mileage 4,421; supplied and maintained by us; this car is definitely as new; price £950.—Box 8023. [5852]**MAGNETTE**, late '55 maroon, genuine 22,000, any inspection, enthusiast owner, posted abroad, what offers?—Hudson, 29B, Officers Married Quarters, R.A.F., Hucknall, Notts. [5994]**XXX** 1956 M.G. Magnette, one owner, Alexander conversion, high axle ratio, X tyres, full history known, steel blue with black interior; £725.—Wheeler (Newbury), Ltd. Newbury 1020. [C4023]**WM**—1954 M.G. Magnette saloon, maroon, moderate mileage, exceptional condition, appearance almost like new; £515.—Selbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4047]**1956** M.G. Magnette, black, one owner, 19,000 miles only, radio, heater, loose covers, screen washers, underseal, spare unused, taxed year, whole car immaculate; £795.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

M.G. Magnette Cars Wanted

MAGNETTE saloon, late model.—Greenways, 81, Alresford Rd., Winchester. [W4087]**ALMOST** new Magnette required immediately.—A Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]**NEARLY** new or small-mileage M.G. Magnette wanted.—Green & Zonari, 246-252, Deodar Road, Manchester, 3. Tel. Deaungate 3325-6. [W2028]**XXX** Excellent cash price offered for good M.G. Magnette.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

* M.G. A

K NIGHTSBRIDGE offer:—**1958** M.G. A, as new, 286 miles only, pale blue, taxed to end of year; £985.**JAMES SPENCER, Ltd.**, offer:—**1956** M.G. A 2-seater sports, finished in red, wire wheels, radio and many other extras; a most attractive car in first-class condition throughout; £765.**JAMES SPENCER, Ltd.**, Broadway, Bexleyheath, Box. 4263/4209. [C4134]**UNIVERSITY MOTORS, Ltd.**, offer:—**1957** M.G. A, blue with grey upholstery, fitted heater, luggage carrier and screen washers, 6,000 miles; £835.**UNIVERSITY MOTORS, Ltd.**, 80, Piccadilly, W.1. Grosvenor 4141. [5893]**GUY SALMON AUTOMOBILES** offer:—**1957** M.G. A hard-top coupe, ivory, 9,000 miles, radio, heater, unmarked; £895.—Portsmouth Rd., Thames Ditton, Esherbrook 551-2-3. [C4001]**£715**—1956 M.G. A 2-seater—Oxford, 67, George St., W.1. Welbeck 6899. [C3115]**1958** (Aug.) M.G. A coupe, 130 miles only; £1,039.**1958**—Gibson's Sports Cars, Lyndhurst Road, Christchurch, Hants. Tel. Highcliffe 2275. [C2109]**1956** M.G. A, 20,000 miles, clear blue; £775.—Richard France, Ltd., 245, High Rd., Tottenham 0355. [C2118]**1958** (August) M.G. A, white with black upholstery, 500 miles only; £925.—Dickinson & Adams, Letchworth, Tel. 2297. [5963]**1958** M.G. A, cost nearly £1,150, fitted many extras, very low mileage.—Autowork, 109, Southgate St., Winchester, Tel. 4965. [C1010]**1956** M.G. A hard top, many extras, invoice price over £1,100, price, £795.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 4873-4. [C2110/1]**1956** model M.G. A, blue, black leather upholstery, wire wheels, Michelin X, heater, twin spots, Underseal, tele. steering; £675.—19, Khama Rd., Tooting, S.W.17. [5895]**1957** M.G. A sports colour maroon with black trim, 16,000 miles one owner, not rallied, as new in every respect, taxed, price £825.—White Bros., Taunton 4444, Ford mail dealers. [5799]**1957** M.G. A hard top, 10,000 miles, radio, heater, wire wheels, washers, spots, reversing lights, etc., one owner, as new; £895.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4061]**1956** (April) M.G. A hard-top, soft-top, radio, heater, twin spots, etc., 13,000 miles, one owner, black with red interior, really concourse throughout, taxed year; £745.—Everest Garage, Poveygrove 9075. [C1126]**1958** M.G. A June, black with red upholstery, whitewall tyres, radio and heater, chrome luggage carrier, wing mirrors, 1,700 miles; cost £1,100, now £900 o.n.o.; owner going abroad.—Knightsbridge 0222. [6018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. A
795 ens.—M.G. June 1957. M.G. A hard top coupe, red, red leather, radio, twin headlights, radiator blind, one owner, exceptional; written guarantee; choice of 2 terms, exchange, list; open 3-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

110 mph if you dare with this 1956 M.G. A; it is green and has a luggage rack, radio, spoked wheels, Michelin X, tonneau cover, Marchal L/R and fog lamps, paint, chrome, upholstery, body and engine in excellent condition; this car has been used as a second car and the owner can no longer afford the luxury. £725.—Frost Kemp, Kandahar, Fagnall Lane, Winchmore Hill, Amersham, Bucks. [5752]

1957 (Sept.) M.G. A fixed head coupe, 6,000 miles, positively outstanding example, fitted Michelin X tyres, heater, twin pass lamps, reversing light, roof spot light, screen washers, extra luggage space, Halda speed pilot, etc.; this car really has been carefully used, not raced; terms, exchanges.—Finchley Motors 23, Ballards Lane, N.3. Finchley [T9112]

1957 M.G. A sports, cream with red interior, fitted high compression pistons, special head and bearings, wire wheels with racing tyres, hood and tonneau cover, the whole car is in superb condition and has most exciting performance; the mileage is 12,800; cost new with modifications and extras approx. £1,150; our price £350; 3 months' warranty given excluding use for racing or rallying.—Weedon Road Garage, Northampton, Tel. 33155. [5903]

M.G. MISCELLANEOUS

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041]

UNIVERSITY MOTORS, Ltd., guarantees cars all ways available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R]

BEARDS OF KINGSTON, M.G. specialists—Sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3348. [0082/R]

TOL ALLERY AUTOMOBILES—1953 1½-litre M.G. saloon, radio, heater, reconditioned engine just fitted, beautiful car; £495.—68, Hill Rd., Wimbledon 3848. [C1131]

1951 M.G. 1½-litre saloon, black, excellent condition, new engine, battery, brakes; £430.—Bromham Garage, Bromham, Bedford, Tel. Oakley 339. [6000]

M.G. Miscellaneous Cars Wanted

ROWLAND SMITH'S the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

URGENTLY required, 1946-47 M.G. saloons and 2-seaters.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. Highcliffe 2275. [W2109]

M.G. Spares and Service

TOLMIN MOTORS
M.G. specialists.

SOLELY M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest c.o.d. service in the country; open Monday to Saturday.

TOLMIN MOTORS, 343, Staines Rd., Hounslow, Middx. Tel. Hou. 2238 and 3456. [0349/R]

W. JACOBS & SON, Ltd.

SPECIALISTS in M.G. spares and service.

W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7753-4-5. [0485]

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading, Tel. 54435. [C208]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London W.1. Gros. 4141. [0505]

SPARES, most models, gaskets, valves, springs, ball-joints, wheels, etc.; new crankshafts for V.P.A.G. models, chromium luggage grid, aero and racing screens, embossed grab handles, light alloy high performance heads, M.G. A, Magnette.—Derrington, 158-161, London Rd., Kingston 5621-2. [S1071]

M.G. spares, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamo, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A.E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5095. [0433/R]

MINERVA wanted, any model.—154, Lancing Rd., Orpington, Tel. 22435. [W1165]

MORGAN

B. J. HUNTER, Ltd., Austin agents, offer:—

1952 Morgan Plus Four, one owner, mint condition £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

MORGAN 4/4, almost new Ford 10 engine, 2220; going abroad.—Chi. 0984. [5823]

1958 Morgan 2-seater in red with black upholstery, 800 miles only; £715.—Kings of Oxford, New Rd., Oxford, Tel. 48458-9. [C3156]

1956 Morgan 4/4 series II competition model, 10,000 miles, £525; also 1955 Morgan coupe, immaculate; £495.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [5575]

DISTRIBUTORS for Derbyshire and South Yorkshire, W. Machent & Son, Ltd., Lockford Lane Garage, Stonegrave, Chesterfield, Tel. 4615. Also Beauchief Garage, 157, Abeydale Road, South, Sheffield, Tel. 71055. [0634/R]

395 ens.—Morgan Plus 4 late 1952 sports 4-seater, used, carefully used; written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

MORGAN

1958 Morgan 4/4 Elva Stage III, immaculate condition throughout, Buckler racing gears, fastest in country, maintained by enthusiast regardless of expense, never raced or rallied, 5,000 miles, £675.—Wright, Inchgarth, Collington Grove, Bexhill, Cooden 150. [5820]

Morgan Cars Wanted
ROWLAND SMITH'S, the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

BASIL ROY, Ltd., require for cash or part exchange for any make.—161, Great Portland St., W.1. Langham 7733. [0977/R]

Morgan Spares and Service
BASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.1. Langham 7733. [0514/R]

MORRIS MINOR

ERIC HAYES, Ltd., offer:—

1956 (April) Morris Minor Traveller, finished in dark green, fitted heater, taxed; £555.—15, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2035]

CROFTON GARAGES, Ltd.

1954 Morris Minor 4-door de luxe, fitted heater, 4 windscreen washers, wing mirrors, finished in Clarendon grey, red interior; £475.—152, White Chapel Rd., Bishopsgate 3395. [C1139]

R. S. CURRIE & Co., Ltd.

1955 Morris Minor 2-door saloon, in black; £460.—105, Westbourne Grove, W.2. Saywater 0085. [C1095]

J. DAVY Ltd., Morris agents.

1958 Minor 4-door de luxe saloon, 2,350 miles, export specification, as new throughout; £655.—184, Kensington High St., W.8. Wes. 7181. [C1069]

180 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

T. F. FORD & SON, Ltd., offer:—

1957 (July) Minor 1000, 4-door de luxe saloon, one owner, 13,400 miles, black with red trim, B.M.C. guarantee, immaculate; £570.—198/202, Wells Rd., W.12. Shepherds Bush 2293. [6340]

GLANFIELD LAWRENCE offer:—

1955 Morris Minor saloon de luxe, black with red interior, heater, unmarked; £475.—407, High Rd., N.12. Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer:—

1957 Morris Minor 1000 convertible, black, red upholstery, radio and heater, 8,000 miles; £585.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningham 6050. [C4045]

BROWN'S GARAGE (LOUGHTON), Ltd.

1954 Morris Minor, special convertible A40 sports engine fitted; £485.—Brown's Garage (Loughton), Ltd., High Rd., Loughton, Tel. Loughton 6262. [C1034]

SEYMOUR & CLEMENTS, Ltd., offer:—

1957 Minor 1,000 Travellers, 5,000 miles, extras, literally as new, bottle green; £590.

1955 saloon, unmarked, black and red; £495.—38, Watford Way, Hendon Central, N.W.4. Hendon 9111. [C4007]

ENGINES RECONDITIONED, Ltd., offer:—

1950 Morris Minor saloon, new engine and gearbox, specimen condition; £350.—335, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5966. [C2070]

CAR SALES (Primrose 6623) offer:—

1956 Morris Minor convertible, extras, one owner; £445.

3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.D.3. [C1051]

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Morris Minor 1000 saloon, fitted heater, unmarked; £595.

1957 Morris Minor 1000 convertible de luxe model, unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

GUY SALMON (TEDDINGTON), Ltd., offer:—

1955 Morris Minor saloon, grey, 24,000 miles; £455.—29-31, High St., Teddington. Kingston 1195. [C4001]

JARVIS OF WIMBLEDON, 100% B.M.C. dealers.

1957 Minor 1,000 2-dr. sal., (from £565; 1956 4-door 1½, dark green, £525 (all low mileages); B.M.C. warranties.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221/Wim. 2526. [C2086]

TANKARD & SMITH, Ltd. (Tottenham) offer:—

1957 Morris Minor 1000 2-door saloon, birch grey, red trim, unmarked, heater; choice of 3 from £575.—226-232, 246-248, High Rd., London, N.15. Tot. 0415. [6051]

1955 (September) Morris Minor Travellers, low mileage; £530.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036]

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041]

£459—1955 saloon de luxe Empire green, one private owner, spotless.

£419—1954 convertible, birch grey, heater, etc., one owner, exceptional.

£489—1954 Traveller's car, birch grey, heater, etc., perfect order, distance no object; terms and exchanges, open week-ends.—Ann Street Motors, Worthing 8405. [C1176]

£499!! 1955 Morris Minor 4-door de luxe saloon, the most beautiful specimen on offer.

LAMBS OF WOOD GREEN (Established 1897).—100 cars; 5 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

MORRIS MINOR

1955 Morris Minor Traveller, beige, heater, taxed no Dec., immaculate condition; £525.

H. POPE & SONS, Ltd., 38-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [5914]

1953 Morris Minor 2-door saloon, heater, black, red upholstery; £395.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4747. [C1054]

1956 Minor 2-door, black, new Morris engine; £465.—Below.

1955 Minor 2-door, black, radio, extras, smarter car impossible; £455.—Below.

1955 Minor convertible, grey, far above average; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

YES—but if it's Morris—it's Sparks of Streatham Hill, S.W.2., your main depot.—Tulse Hill 5434. [0812/R]

BOGNOT STATION GARAGE—1949 Morris Minor; bargain, £295.—29, Longford Rd., Bognot 2107. [C1160]

1956 Morris Minor, 2-door de luxe, dark green, heater, one owner, 4 months' B.M.C. warranty, £480.

1955 Morris Minor, 2-door de luxe, heater, sandy beige, factory reconditioned engine and gearbox, £470; guaranteed.

WOODCOCK MOT. Co., Ltd., The Nuffield Distributors, Epsom 1254. [6033]

1956 Minor 1000 4-door de luxe, just like new; £545.—Hillingdon Motors, Western Ave. Tel. Usbridge 8598. [C2135]

1956 Morris Minor 2-door saloon, fitted heater, one owner, licensed to Dec., parking lamp, link mats throughout, in excellent condition; £465.

MILESTONES SERVICE GARAGE, Ltd., 306, Erith Rd., Beale Heath, Erith 2469/2629. [5929]

1956 model Morris Minor de luxe 4-door saloon, black with red interior, heater, radio, screen washers, taxed, 15,000 miles; £485.

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C3019]

1958 (July) Minor 1000, 2-door, grey, mileage 180, makers full guarantee, taxed year, £625.—Tel. Walsall 4972. [5325]

1955 Morris Minor saloon, green/green, ex. condition, heater; £495.—79, Beechwood Gdns., Slough 4200. [C1120]

1957 Morris Minor 1000 Traveller, as new; £685.—Castle St. Motors, 5, St. John's Rd., Hove 70586. [C1169]

1954 model Morris Minor 2-door, new engine, excellent condition; £465.—Robbins, East Putney, Tel. 7881.

1955 saloon, choice 2- or 4-door, quality tested guarantee.—E. J. Baker (Dorking), Ltd., 275, London Rd., Staines 4211. [5726]

1956 Morris Minor Travellers de luxe, excellent condition throughout; £565.—Kings Motors, 1, High St., Hounslow 3538/3539. [C2025]

1954 Morris Minor 2-door, new engine just fitted, one owner; £415.—Rey's Motors, Ltd., 75-75, Albany St., N.W.1. Euston 6994. [C4117]

BROCKHAM MOTOR Co. offer from the largest selection in the south all with written guarantee and very low mileage.—

1957 1000 4-door, green, as new; £585.

1957 1000 2-door, grey, excellent; £565.

1956 2-door, 4th stock; from £465.

1955-6 4-door, 3 to pick from; £485.

1955 2-door, various colours; from £435.

1954 4-door saloons, black; from £455.

1954 2-door saloons, several in stock; £410.

1953 convertible, very clean, taxed; £375.

1953 saloons, several from £350.

87, Middle St., Brockham Green, Betchworth, Surrey, Betchworth 2210 and Daves Green 110. [C1158]

1958 model Minor 1000, four-door de luxe, 5,000, Unraced, extras, taxed year, immaculate, £595.—McC. Prestelway, Tel. 396. [5812]

1954 (Nov.) Morris Minor, 2-door, blue, heater, one owner; £435.—Vanderveil Bros. Ltd., 215, Haverstock Hill, N.W.5. Swi. 4441. [C4067]

1955 covers, maintained in beautiful condition and guaranteed for 3 months; £485.

A. PINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath, Herts. Bushey 3282. [C1119]

1957 Minor 1000 saloon, 2-door with heater, birch grey, nice condition; £542/10.—Motortune, Ltd., Jay Mews, London, E.W.7. Knightsbridge 7771. [C2048]

!!! Traveller; 1956 Minor Traveller de luxe, radio, heater, one owner, many extras; £495.—Euston 7889, Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C2023]

1957 Morris Minor 1000 Traveller's car, first-class condition throughout, etc.; £625.—Carr Bros., High St., Purley, Surrey. Uplands 4611. [5917]

1955-56 Minor Travellers, heaters, guaranteed; from £475; terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 8714. [C3034]

1955 Morris Minor Travellers car, heater, one owner since new, immaculate; £495.—Oxendon Motors, Cavendish Rd., N.W.6. Willeaden 0346. [C1121]

1957 (Oct.) Morris Minor Traveller, mileage 7,000, odd, £695; 1955 2-door saloon; £495.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

1956 Morris Minor de luxe travellers car, low mileage, one owner, unmarked, taxed; £565.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1098]

1953 Morris Minor saloon, heater, guaranteed, £595; also 1949 Minor saloon, heater, guaranteed, £310.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C2028]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

METROPOLITAN

CAR MART, Ltd.
SOLE London Austin distributors.

S625—Austin Metropolitan 1500 convertible, radio, heater, extra, reg. 1958, with 6 months' guarantee.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

TOM GARNER, Ltd., offer:—

1957 (November) Nash Metropolitan hard top coupe, cream/red, radio, etc., 5,000 only; £685.

TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2. Blackfriars 9265-6-7. [C2020]

£695—Hard top, red/white, 500 miles only.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [C2073]

1958 Metropolitan, 5,000 miles only; £665.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1957 Metropolitan hard top, primrose/white, new condition; £620; exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4087]

1957 (July) Austin Metropolitan f/h coupe, in green and white, in perfect condition, £640.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Surrey, Vigilant 0161. [C3044]

M.G. MIDGET

WEYBRIDGE AUTOMOBILES offer:—

1952 M.G. TD 2-seater, white with beige interior, fitted supercharger, really excellent condition throughout; £485.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, exdn. 16. [C4094]

BOON & PORTER, Ltd., M.G. agents.

1955 TF 1500 roadster, 36,000, expertly maintained; £580.

CASTELNAU, B.W.13 (Nr. Hammersmith Bridge), Riv. 4444. [C1022]

JARVIS OF WIMBLEDON—100% B.M.C. dealers.

1953 M.G. T.D., black/blauet, chrome luggage grid, the best TD we have had for a long time, full history known, never raced or rallied, 13 months' guarantee; £525.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221. Wm. 2526. [C2086]

ERIC WILLIAMS, Ltd., offer:—

1947 M.G. TC, black with beige interior, immaculate condition; £335.—Pierpoint St., Worcester. Tel. 5786. [6110]

GLANFIELD LAWRENCE offer:—

1954 M.G. TF, ivory, 26,000 miles, one owner, extra; £595.—407, High Rd., N.12. Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer:—

1948 M.G. TC sports 2-seater, red, fawn upholstery; £325.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

CHIPSTEAD MOTORS, Ltd., offer:—

1949 TC, B.R.G., rebored, brakes relined, etc., chrome rack, 3 careful owners, sound condition throughout; £385.—142, Holland Park Ave. W.11. Park 3445-5. [C1046]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1956 M.G. A, white/black, tonneau cover and other extras, beautiful car; £755.

M.G. TF, black/green, radio, etc.; £580.

M.G. TD, black/beige, tonneau, etc.; £495.

M.G. TD, cream/red, excellent condition throughout; £485.

M.G. TD, red/beige, many extras; £450.

M.G. TC, black/beige, new hood, etc.; £315.

M.G. TC, green/beige, in really magnificent order throughout; £315.

M.G. TC, black/green, special body, fine condition; £292.

M.G. TA, beautiful condition throughout; £240.

NEW Magnette Varitone, grey/grey with red upholstery, immediate delivery

PART exchanges and hire purchase welcomed.

PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3392/7188. [C3036]

1953 M.G. TD, 19,000 miles, spare unused, as new throughout; £510.—Tel. Oxford 2628. [6003]

1953 M.G. TD sports, black with red leather, radio, heater, good condition; £450.

P. DOVE (C.V.), Ltd., 38, Lower Addiscombe Rd., Croydon, Add. 3131. [6096]

1954 15,000 miles, immaculate; £385.—2, Holly Rd., Birmingham, 20. Northern 3184. [5977]

1954 M.G. series TF, black; £575.—Odeon Motors, Ltd., Bar. 1144. [C3038]

1953 TD, green engine, body, tyres excellent condition, going overseas Sept. 4; best offer—50, Farnham Rd., Seven Kings 8621. [5998]

1953 M.G. 2-str. TD, dk. green, many extras, Michelin X tyres, good screens; £525.—E.M.A., Southsea, 2361. [5251]

1954 M.G. TF, red, one owner since new, immaculate throughout.—Blakey, 156, Newmarket Rd., Norwich. Eaton 191. [5790]

1949 M.G. TC, B.R.G., replacement engine, excellent condition; £345 o.n.o.—11, Ouse Rd., Bedford. Bedford 4693. [5980]

SLOCUMBS, Ltd.—1956 (Oct. '55) M.G. Magnette, 31 one owner, speedo reading 22,350; £725.—Dudden Hill Lane, W.10. Willesden 4869/3934. [C4017]

1953 TD Mk II Oct. '52, exceptional, red, direction indicators, spotlight, rack, Canadian leaving; nearest £440, London.—Box 8016. [5825]

M.G. MIDGET

1946 TC M.G. black/green, recent replacement engine, £220.—Central Basingstoke Motors, Ltd., Brook St., Basingstoke. Tel. 2468. [C1157]

1947 TC 2-seater, black, red interior, recent re-conditioned engine, very good car; £275.—Merton Motors, Wythall Garage, Wythall, Nr. Birmingham. Wythall 2130. [5701]

1946 TC, black, good condition throughout, luggage rack, Windtones, wipers, well shod; £280.—25, Winchester Way, Warden Hill, Cheltenham, Glos. 15962 [C3009]

£310—1946-7 TC, black with green, really superior condition; distance no object; terms and exchanges; open week-ends.—Ann Street Motors, Worthing 8405. [C1176]

MAYFAIR GARAGES, Ltd.—1953 TD, black and red, scrupulously maintained in immaculate condition throughout; written guarantee; £450.—Bishops Bridge Rd., W.2. Amb. 1061. [C3009]

1955 M.G. Midget 1955 TF 1500 2-seater, red, beige leather, numerous extras, carefully used; written guarantee; terms, exchanges.—Rowland Smith, below:—

465 M.G. Midget 1953 TD 2-seater, heater, new hood, excellent condition; written guarantee; choice of 4 TDs; terms, exchanges.—Rowland Smith, below:—

295 M.G. Midget Late 1947 TC 2-seater, green, green leather, good condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1947 M.G. TC 2-seater, red, tonneau cover and red, several other extras, in exceptional condition; £285; terms, exchanges.—Moreland Motors, 382, Finchley Rd., London, N.W.2. Hampstead 1218. [6100]

1953 (Aug.) M.G. TD roadster in red, immaculate and tight chassis, new plastic hood just fitted, must be finest TD on offer; £445; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2083]

WANTED, a good home for my M.G. J2, new ends, crank, mains seals, camshaft, half shaft, hub caps, hood, tonneau, huge brakes, exceptional; £150 or near.—Tel. Woking 4046 or Burgess, Aroca, Nyr. Close, Horsell, Woking, Surrey. [5989]

M.G. P.A. 2-seater, better than most T.C.s. new head, back axle, headlights, hood and screens, completely rewired, brakes relined, new Blunell wheel and rev counter, appearance and interior post-war, excellent throughout; price £240, no offers.—For. 9019. [5993]

M.G. Midget Cars Wanted

S. H. RICHARDSON,
WANTED all model M.G.s, any model, any year, any condition, for sale or hire purchase, or for service, trade offers invited; hire purchase accounts settled.—The Meadows, 33, Church Rd., Cowley, Middlesex. Unbridge 2062. [T9104]

TC, 1945, fitted with cash.—Archway Engineering, Ltd., Bridgewater St., Knott Mill, Manchester, 3. Blackfriars 6455. [0687 R]

M.G. MAGNETTE

TOM GARNER, Ltd., offer:—

1955 M.G. Magnette saloon, grey/black, heater, 26,000; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2. Blackfriars 9265-6-7. [C2020]

WARWICK WRIGHT, Ltd., offer:—

1955 M.G. Magnette saloon, grey, red upholstery, radio and heater, 27,000 miles; £735.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 4040. [C4045]

SWANMORE GARAGE, Ltd., offer:—

1956 M.G. Magnette, gunmetal grey, grey interior, 30,000 miles; £795.—1176-1180, Christchurch Rd., Southcombe East, Southbourne 43544. [C4024]

UNIVERSITY MOTORS, Ltd., offer:—

1958 M.G. Magnette Varitone saloon, grey and black, fitted manumatic clutch, 4,000 miles; £385.

1957 M.G. Magnette Varitone saloon, duo grey with black upholstery, 14,000 miles; £925.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4121. [5892]

CHIPSTEAD MOTORS, Ltd., offer:—

ALEXANDER conversion, 1956, one careful owner, crimson with fawn leather, heater, etc., low mileage, specimen; £785.—142, Holland Park Ave. W.11. Park 3445-6. [C1046]

1957 M.G. Magnette, one owner, small mileage, specially tuned; £685.

M.G. Magnette Varitone colour, small mileage, one owner; £745.—Castle St. Motors, 50 St. John's Rd., Hove 70566. [C1169]

1955 (Nov.) M.G. Magnette, blue, 19,000 miles, 4 months' B.M.C. warranty; £745.

WOODCOTE MOT. CO., Ltd., The Nuffield Distributors, Epsom 1254. [6032]

1958 M.G. Magnette Varitone, ivory, radio, many extras, virtually new; £1,025.

M.G. Varitone, ivory and maroon, radio, immaculate condition; £925.

1956-7 M.G. Magnette, grey, red hide, one owner, excellent value; £795.

M.G. Magnette, steel blue, red hide, an extremely well-maintained car; £745.

HEWITTS GARAGE, Ltd., High St., Ambleside, Stourbridge. Tel. Stourbridge 5139. [C2138]

1958 M.G. Magnette, black, green upholstery, 540 miles only, first registered July 31st; £1,025.

1956 M.G. Magnette, one owner, black/green leather, 17,000 miles, immaculate; £795.

another 1955, black maroon interior, specimen condition; £745.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

57 Magnette, all red, varitone red leather, 4,800 miles; £985.—Bar. 0454. [6008]

1958 April M.G. Magnette, red, radio, extras, 3,000, as new.—Y. C. S., Ltd., Staines 5377. [5372]

M.G. MAGNETTE

1954 M.G. Magnette, worst condition; £640.—Baldwin Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [5368]

1955 Magnette, maroon, heater, beautiful appearance; £650.—Carr Bros., High St., Purley, Surrey. 4811. [5916]

1957 Magnette Varitone saloon, blue/black, one owner; £895.—Bromham Garage, Bromham, Bedford. Tel. Oakley 339. [6002]

1957 M.G. Magnette, overdrive, low mileage, one owner, exceptional condition; £1,025.—Robbins, East Putney, Tel. 7981. [C3010]

1956 (July) M.G. Magnette, grey, 20,000 miles, one owner, taxed; £795.—The Black Horse Garage, Ltd., 174-176, Sheen Rd., Richmond 6441. [C1116]

1954 (Aug.) M.G. Magnette saloon, in grey, grey leather; £595.—Gibsons Sports Cars, Lyndhurst Road, Christchurch, Hants. Tel. Highcliffe 2275. [C2109-1]

1957 (March) M.G. Magnette Varitone model, tri-light grey, H.M.V. radio, 12,000 miles; £875; h.p. can be arranged.—Price, 30, Broad St., Ludlow, Shropshire.—Tel. Ludlow 400 after 6.30 p.m. [5855]

1957 (September) M.G. Magnette Varitone, duo grey, with automatic gearbox; total mileage 4,421; supplied and maintained by us; this car is definitely as new; price £950.—Box 8023. [5832]

MAGNETTE, late '55, maroon, genuine 22,000, any inspection enthusiast owner posted abroad, what offers?—Hudson, 25B, Officers Married Quarters R.A.F., Hucknall, Notts. [5994]

XXX 1956 M.G. Magnette, one owner, Alexander conversion, high axle ratio, X tyres, full history known, steel blue with black interior; £795.—Wheeler (Newbury), Ltd., Newbury 1029. [C4047]

WM—1954 M.G. Magnette saloon, maroon, moderate mileage, exceptional condition, appearance almost like new; £615.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C3047]

1956 M.G. Magnette, black, one owner, 19,000 miles only, radio, heater, loose covers, screenwashers, underseals, spare unused, taxed year, while car immaculate; £795.—R. S. Mead (Sole), 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

M.G. Magnette Cars Wanted

MAGNETTE saloon required, late model.—Greenways, 81, Airedale Rd., Winchester. [W4087]

ALMOST new Magnette required immediately.—A Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

NEARLY new or small-mileage M.G. Magnette wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C4001]

XXX Excellent cash price offered for good M.G. Magnette.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

* M.G. A

K NIGHTSBRIDGE offer:—

1958 M.G. A, as new, 286 miles only, pale blue, taxed to end of year, 1958.

Roberts Mews, Lowndes Place, S.W.1. Sloane 14086. [C2036]

JAMES SPENCER, Ltd., offer:—

1956 M.G. A 2-seater sports, finished in red, wire wheels, radio and many other extras; a most attractive car in first-class condition throughout; £765.

JAMES SPENCER, Ltd., Broadway, Bexleyheath 2625. Bex. 4263/4209. [C4134]

UNIVERSITY MOTORS, Ltd., offer:—

1957 M.G. A, blue with grey upholstery, fitted heater, luggage carrier and screen washers, 6,000 miles; £835.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5893]

GUY SALMON AUTOMOBILES offer:—

1957 M.G. A hard-top coupe, ivory, 9,000 miles, radio, heater, unmarked; £895.—Portsmouth Rd., Thames Ditton, Esherbrook 551-2-5. [C4001]

£715—1956 M.G. A 2-seater.—Oxford, 67, George St., W.1. Welbeck 6899. [C3115]

1958 (Aug.) M.G. A coupe, 150 miles only; £1,039.—Gibsons Sports Cars, Lyndhurst Road, Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

1956 M.G. A, 20,000 miles, glacier blue; £775.—Richard France, Ltd., 245, High Rd., Tottenham 0355. [C2118]

1958 (August) M.G. A, white with black upholstery, 500 miles only; £925.—Dickinson & Adams, Letchworth, Tel. 2297. [5983]

1958 M.G. A, cost nearly £1,150, fitted many extras, very low mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1956 M.G. A hard top, many extras, invoice price over £1,100; price, £795.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110/1]

model M.G. A, blue, black leather upholstery, wire wheels, Michelin X, heater, twin spots, Underseals, tele. steering; £675.—19, Khama Rd., Tooting, S.W.17. [5895]

1957 M.G. A sports colour maroon with black trim, 16,000 miles one owner, not rallied, as new in every respect, taxed, price £825.—White Bros., Taunton 4444, Ford mail dealers. [5799]

1957 M.G. A hard top, 10,000 miles, radio, heater, wire wheels, washers, spots, reversing lights, etc., one owner, as new; £895.—T. Wirth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]

1956 (April) M.G. A hard-top, soft-top, radio, heater, twin spots, etc., 13,000 miles, one owner, black with red interior, really concourse throughout, taxed year; £745.—Everest Garage, Peasegrove 9075. [C4126]

1958 M.G. A, June, black with red upholstery, white wall tyres, radio and heater, chrome luggage carrier, wing mirrors, 1,700 miles; cost £1,100, now £900 o.n.o.; owner going abroad.—Knightsbridge 0222. [6008]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

795 M.G. A. June 1957. M.G. A hard top coupe, red, red leather, radio, twin passlights, radiator blind, one owner, exceptional; written guarantee; choice of 2 terms, exchanges, list; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

110 mph if you dare with this 1956 M.G. A; it is green and has a luggage rack, radio, spoked wheels, Michelin X, tonneau cover, Marchal L/R and fog lamps, paint, chrome, upholstery, body and engine in excellent condition; this car has been used as a second car and the owner can no longer afford the luxury; £725—From Kemp, Kandahar, Fagnall Lane, Winchmore Hill, Amersham, Bucks. [C5752]

1957 (Sept.) M.G. A fixed head coupe, 6,000 miles, positively outstanding example, fitted Michelin X tyres, heater, twin pass lamps, reversing light, roof spot light, screen washers, extra luggage space, Halda speed pilot, etc., etc.; this car really has been carefully used, not raced; terms, exchanges—Finchley Motors 25, Ballards Lane, N.3. Finchley 1503. [C5912]

1957 M.G. A sports, cream with red interior, fitted high compression pistons, special head and bearings, wire wheels with racing tyres, hood and tonneau cover, the whole car is in superb condition and has a most excellent performance; the mileage is 12,800; cost new with modifications and extras approx. £1,150; our price £250; 3 months' warranty given excluding use for racing or rallying—Weedon Road Garage, Northampton, Tel. 3515 [C5903]

M.G. MISCELLANEOUS

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C5041]

UNIVERSITY MOTORS, Ltd., guarantees cars always available—80, Piccadilly, W.1. Grosvenor 4141. [C5956/R]

BEARDS OF KINGSTON, M.G. specialists—Sales, spares, repairs—102, London Rd., Kingston, Tel. Kin. 3548. [C0052/R]

TOM ALLERY AUTOMOBILES—1953 1½-litre M.G. saloon, radio, heater, reconditioned engine just fitted, beautiful car; £495—68, Hill Rd., Wimbledon 3848. [C1131]

1951 M.G. 1½-litre saloon, black, excellent condition, new engine, battery, brakes; £430—Bromham Garage, Bromham, Bedford, Tel. Oakley 359. [C6000]

M.G. Miscellaneous Cars Wanted

ROWLAND SMITH'S the M.G. buyers; highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

URGENTLY required, 1946-47 M.G. saloon and 2-seaters—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. Highcliffe 2275. [W2109]

M.G. Spares and Service

TOULMIN MOTORS
M.G. specialists.

SOLELY M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest M.G. service in the country; open Monday to Saturday.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlex. Tel. Hou. 2235 and 3456. [C0549/R]

W. JACOBS & SON, Ltd.

SPECIALISTS in M.G. spares and service.

W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7735-4-5. [C0481]

LARGEST and quickest spares service in the South of England—Hewens Garage, Ltd., Reading, Tel. 54436. [C2008]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory—7, Hertford Rd., London W.1. Clonton 6303. [C5053/R]

SPARES, most models, baskets, valves, springs, ball joints, wheels, road springs, new crankshafts for X.P.A.G. models, chromium luggage grid, aero and racing screens, embossed grab handles, light alloy high performance heads, M.G. A, Magnette, Derrington, 158-161, London Rd., Kingston 5621-2. [S1071]

M.G. spares, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs—A. E. Witham, Queens Garage, Queens, Rd., Wimbledon (Station), S.W.19. Liberty 5093 [C0433/R]

Minerva Cars Wanted

MINERVA wanted, any model—154, Lancing Rd., Orpington, Tel. 22435. [W1163]

MORGAN

J. HUNTER, Ltd., Austin agents, offer—

1952 Morgan Plus Four, one owner, mint condition; £450

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Clonton 6303. [C2040]

MORGAN 4/4, almost new Ford 10 engine, tyres, hood, battery, etc., in excellent condition; £220; going abroad—Chil. 0984. [S625]

1958 Morgan 2-seater in red with black upholstery, 800 miles only; £715—Kings of Oxford, New Rd., Oxford, Tel. 48459-9. [C5136]

1956 Morgan 4.4 series II competition model, 10,000 miles; £525; also 1955 Morgan coupe, immaculate; £495—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7735. [S575]

DISTRIBUTORS for Derbyshire and South Yorkshire, W. Machent & Son, Ltd., Lockford Lane, Garage, Chesterfield, Tel. 461. Also Beauchief Garage, 157, Abbeydale Road South, Sheffield, Tel. 71025. [C0654/R]

395 gns.—Morgan Plus 4 late 1952 sports 4-seater, red, carefully used; written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

MORGAN

1958 Morgan 4/4 Elva Stage III, immaculate condition throughout, Buckler racing gears, fastest in country, maintained by enthusiasts regardless of expense, never raced or rallied, 5,000 miles. £575.—Wright, Inchgarth, Collington Grove, Beshill, Cooden 180. [S520]

Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers; highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

BASIL ROY, Ltd., require for cash or part exchange for any make—161, Great Portland St., W.1. Langham 7735 [C0971/R]

Morgan Spares and Service

BASIL ROY, Ltd., official spare parts stockists, service and repairs—161, Great Portland St., W.1. Langham 7735. [C0514/R]

MORRIS MINOR

ERIC HAYES, Ltd., offer—

1956 (April) Morris Minor Traveller, finished in dark green, fitted heater, taxed; £555—13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2033]

CROFTON GARAGES, Ltd.

1954 Morris Minor 4-door de luxe, fitted heater, windscreen washers, wing mirrors, finished in Clarendon grey, red interior; £475—132, Whitechapel Rd., Bishopsgate 3393. [C1139]

R. S. CURRIE & Co., Ltd.

1955 Morris Minor 2-door saloon, in black; £460.—105, Westbourne Grove, W.2. Bayswater 0065. [C1095]

J. DAVY, Ltd., Morris agents.

1958 Minor 4-door de luxe saloon, 2,350 miles, export specification, as new throughout; £655.—184, Kensington High St., W.8. Wes. 7181. [C1069]

180 215, Brompton Rd. S.W.3. Kni. 4215. [C1069]

T. F. FORD & SON, Ltd., offer—

1957 (July) Minor 1000, 4-door de luxe saloon, one owner, 13,400 miles, black with red trim, B.M.C. guarantee, immaculate; £570—198/202, Wells Rd., W.12. Shepherds Bush 2293. [C6040]

GLANFIELD LAWRENCE offer—

1955 Morris Minor saloon de luxe, black with red interior, heater, unmarked; £475—407, High Rd., N.12. Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer—

1957 Morris Minor 1000 convertible, black, red upholstery, radio and heater, 8,000 miles; £585.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

BROWN'S GARAGE (LOUGHTON), Ltd.

1954 Morris Minor, special convertible A40 sports on, en, fitted; £485—Brown's Garage (Loughton), Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034]

SEYMOUR & CLEMENTS, Ltd., offer—

1957 Minor 1,000 Travellers, 5,000 miles, extras, literally as new, bottle green; £580

1955 saloon, unmarked, black and red; £495—38, Watford Way, Hendon Central, N.W.4. Hendon 9111. [C4007]

ENOINES RECONDITIONED, Ltd., offer—

1950 Morris Minor saloon, new engine and gearbox, specimen condition; £350—353, Pinner Rd., Harrow, Middlesex, Tel. Harrow 5566. [C2070]

CMJ CAR SALES (Primrose 6623) offer—

1956 Morris Minor convertible, extras, one owner; £445

3 months' guarantee; terms, list on application.

J. HUNTER, Ltd., Austin agents, offer—

1957 Morris Minor 1000 saloon, fitted heater, unmarked; £595

1957 Morris Minor 1000 convertible de luxe model, unmarked; £575

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

GUY SALMON (TEDDINGTON), Ltd., offer—

1955 Morris Minor saloon, grey, 24,000 miles; £455.—29-31, High St., Teddington. Kingston 1193. [C4001]

JARVIS OF WIMBLEDON, 100% B.M.C. dealers.

1957 Minor 1,000 2-dr. sal., from £565; 1956 4-door d.l., dark green, £525 (all low mileages); B.M.C. warranties—Jarvis & Sons, Ltd., S.W.19. Lib. 8221/Wim. 2526. [C2088]

TANKARD & SMITH, Ltd. (Totterham) offer—

1957 Morris Minor 1000 2-door saloon, birch grey, red trim, unmarked, heater; choice of 3 from £575—226-232, 246-248, High Rd., London, N.15. Tot. 0415. [C6031]

1955 (September) Morris Minor Travellers, low mileage; £520

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036]

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C5041]

£459—1956 saloon de luxe Empire green, one private owner, spotless

£419—1954 convertible, birch grey, heater, etc., one owner, exceptional.

£489—1954 Traveller's car, birch grey, heater, etc., perfect order, distance no object; terms and exchanges; open week-ends—Ann Street Motors, Worthing 8405. [C1176]

£499!!! 1955 Morris Minor 4-door de luxe saloon, the most beautiful specimen on offer.

LAMBS OF WOOD GREEN (Established 1897)—100 cars; 3 months' written guarantee; exchanges, hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052]

MORRIS MINOR

1955 Morris Minor Traveller, beige, heater, taxed to Dec., immaculate condition; £525.

H. POPE & SONS, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0115-7. [S914]

1953 Morris Minor 2-door saloon, heater, black, beige, fitted upholstery; £395

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks, Tel. Aylesbury 4727. [C1094]

1956 Minor 2-door, black, new Morris engine; £465—Below.

1955 Minor 2-door, black, radio, extras, smarter car impossible; £455—Below.

1955 Minor convertible, grey, far above average; £450—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C5019]

YES—but if it's Morris—it's Sparks of Streatham Hill, S.W.2., your main depot—Tulse Hill 3434. [0812/N]

BOGNOR STATION GARAGE—1949 Morris Minor, bargain, £285—29, Longford Rd., Bognor 2102. [C1160]

1956 Morris Minor, 2-door de luxe, dark green, heater, one owner, 4 months' B.M.C. warranty; £460.

1955 Morris Minor, 2-door de luxe, heater, sandy beige, factory reconditioned engine and gearbox; £470; guaranteed.

WOODCOTE MOT. Co., Ltd., The Nuffield Distributors, Epsom 1254. [C6033]

1956 4-door 1000 4-door de luxe, just like new; £545—Hillingdon Motors, Western Ave. Tel. Unbridge 8588. [C2135]

1956 Morris Minor 2-door saloon, fitted heater, one owner, licensed to Dec., parking lamp, link shafts throughout, in excellent condition; £465.

MILESTONES SERVICE GARAGE, Ltd., 308, Erith Rd., Bexleyheath. Erith 2469/2623. [S929]

1956 model Morris Minor de luxe 4-door saloon, black with red interior, heater, radio, screen washers, taxed, 15,000 miles; £485

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019]

1958 (July) Minor 1000, 2-door, grey, mileage 120, makers full guarantee, taxed year, £625—[C5395]

1955 Morris Minor saloon, green/green, ex. condition, heater; £495—79, Beechwood Gdns., Slough 24637. [C6120]

1957 Morris Minor 1000 Traveller, as new; £685—Castle St. Motors, 5, St. John's Rd., Hove 70588. [C1169]

1954 model Morris Minor 2-door, new engine, excellent condition; £465—Robbins, East Putney. Tel. 7881. [C3010]

1955 saloon, choice 2- or 4-door, quality tested guarantee, E. J. Baker (Dorking), Ltd., 273, London Rd., Staines 4211. [S7726]

1956 Morris Minor Travellers de luxe, excellent condition throughout; £565—Kings Motors, 1, High St., Hounslow 3532/3559. [C2049]

1954 Morris Minor 2-door, new engine just fitted, one owner; £415—Key's Motors, Ltd., 75, Albany St., N.W.1. Euston 6994. [C4117]

BROCKHAM MOTOR Co. offer from the largest selection in the south all with written guarantee and very low mileage—new models; £585.

1957 1000 2-door, grey, excellent; £565.

1957 2-door, 4in stock; from £465.

1955-6 4-door, 3 to pick from; £485.

1955 2-door, various colours; from £435.

1954 4-door saloons, black; from £435.

1954 2-door saloons, several in stock; £410.

1953 convertible, very clean, taxed; £575.

1953 saloons, several from £350.

87 Middle St., Brockham Green, Betchworth, Surrey, Betchworth 2210 and Dawes Green 510. All hours. [C1155]

1958 model Minor 1000, four-door de luxe, 5,000, Undersealed, extras, taxed year, immaculate; £595—Mee, Prestelra, Tel. 386. [S6812]

1954 (Nov.) Morris Minor, 2-door, blue, heater, one owner; £435—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swt. 4441. [C4067]

1955 (late) Minor 4-door saloon, beige, heater, seat covers, maintained in beautiful condition and guaranteed for 3 months; £485.

ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath, Herts. Bushey 3282. [C1119]

1957 Minor 1000 saloon, 2-door with heater, birch grey, nice condition; £542/10—Motortune, Ltd., Jay Mews, London, S.W.7. Knightsbridge 7771. [C3093]

!!! Traveller; 1956 Minor Traveller de luxe, radio, heater, one owner, many extras; £495—Euston 7889, Pedigree Estate Cars, 540, Euston Rd., N.W.1. [C1169]

1957 Morris Minor 1000 Traveller's car, first-class condition throughout, htr.; £625—Cart Bros., High St., Purley, Surrey. Uplands 4811. [S917]

1955-56 Minor Travellers, heaters, guaranteed; from £475; terms, exchanges—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9708. [C3034]

1955 Morris Minor Travellers car, heater, one owner since new, immaculate; £495—Oven-dish Motors, Cavendish Rd., N.W.6. Willesden 3066. [C1121]

1957 (Oct.) Morris Minor Traveller, mileage 7,000, ex. 0595; 1955 2-door saloon; £495—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

1956 Morris Minor de luxe travellers car, low mileage, one owner, unmarked, taxed; £565—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9164. [C1096]

1953 Morris Minor saloon, heater, guaranteed, £395; also 1949 Minor saloon, heater, guaranteed, £310—Oldfield, 396, Kensington High St., W.14. Wes. 6631. [C3028]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1955 Morris Minor saloon, with heater, superior condition, new tyres, licensed to December; £435.—S. V. Robinson, Kimbolton, Huntingdon. (Tel. Kimbolton 232) [5872]

1955 (June) Morris Minor 4-door saloon, black, heater, radio, wing mirrors, reversing light, taxed, excellent condition; £465.—Cattermole's (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [5197]

1957 Morris Minor 2- and 4-door saloons, mileage 12,000 to 15,000. B.M.C. guarantee; £550 to £575.—Lanckester Engineering Co., Ltd., 39, Eden St., Kingston. Kin. 3151. [0046/R]

1956 (Aug.) Morris Minor 4-door de luxe saloon, black, heater, one owner, taxed, excellent condition; £510.—Cattermole's (Garages), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [4422]

1956 Morris Minor 4-door saloon de luxe model, grey with red leather upholstery, heater, very low mileage for the year, 13,000 miles only; one owner since new, in showroom condition; £535.—John Claydon, Ltd., East Horsley. Tel. 400. [C1173]

!!! 1951 Minor tourer, just taken in part exchange from a school teacher who looked after the car like a star pupil, really exceptional condition; £590. Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C5095/1]

1957 Morris Minor 1000 2-door de luxe saloon, in various colours, from 8,000 to 25,000 miles, choice of 10 cars all in excellent condition and well maintained, prices ranging from £495 to £575 according to mileage

COVENTRY & JEFFS, Ltd. Tel. Bristol 37076. [5945]

MORRIS Minor 1000 Traveller, birch grey, red interior, first registered Nov. 23rd, 1956, incl. heater, screenwash, wing mirrors, and licence to Dec. 31st, 1958, one owner, 15,000 miles only, brand new condition, new cost £740, special price, £625. MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd. Wallington, Surrey. Established 1906. Tel. Wallington 5404. [5945]

445 gns.—Morris Minor 1956 saloon, heater, pass light, wing mirrors, one owner, excellent condition; written guarantee; choice of 6 Minors; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Morris Minor Cars Wanted

ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

ROWLAND SMITH'S the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

NEARLY new Morris Minor Travellers car required; consider saloon.—Greenways, 81, Alresford Rd., Winchester. [W4087]

MORRIS 8 & 10

225 gns.—Morris 10 late 1947 de luxe saloon, black, sliding door, brown leather, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

MORRIS TWELVE

MORRIS 12's parts 1951 reconditioned throughout, new steering box, king pins, petrol tank through, also spare engine and... please write.—P. G. Castell, Preston Dean, W. Wootton, Northampton; all replies answered. [5824]

MORRIS COWLEY

GLANFIELD LAWRENCE offer:—

1954 (November) Morris Cowley saloon, Empire green, green interior, excellent condition, heater, beautiful condition; £485.—407, High Rd., N.12, Finchley 0091. [C2053]

1955 Morris Cowley, blue, one owner; £545.—Odeon Motors, Ltd., Bar. 1144. [C5128]

1955 Morris Cowley, absolutely as new, heater, low mileage; £489. [C5083]

PREMIER MOTORS, 295, Lewisham High St., S.E.13, Lee Green 1051. [C5083]

1956 Cowley, sandy beige, red trim, heater, one owner, in very nice condition, guaranteed; £595; all facilities, part exchange. [C5083]

S. MONRO, Used Car Specialist, Newbury Rd., J. Andover. Tel. 3006. [4577]

JACK ROSE, Ltd., offer 1955 (August) Morris Cowley saloon, in beige, one careful owner, 20,000 miles, almost unmarked condition, many extras; accept £555.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C5056]

MORRIS OXFORD

A1 at Brown's.

1957 Morris Oxford, beige and red interior, heater; £725. [C1025]

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham 2284. [C1025]

CROFTON GARAGES, Ltd.

1954-55 Morris Oxford Travellers, fitted heater, finished in grey; £525.—132, Whitechapel Rd., Bishopsgate 3793. [C1139]

ELM AUTOSALFS offer:—

1954 Morris Oxford, birch grey, red leather, heater, one owner; £495.—86-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

ERIC HAYES, Ltd., offer:—

1952 Morris Oxford saloon, finished in beige, in excellent condition; £410.—13, Bishop's Bridge Rd. W.2. Ambassador 8266. [C2033]

H. A. SAUNDERS, Ltd., offer:—

1957 Morris Oxford saloon, black, red, upholstery, recorded mileage 9,344, heater; £785. [C4092]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

T. F. FORD & SON, Ltd., offer:—

1957 (June) Oxford saloon, one owner, 13,000 miles, black with red trim, screen washers, B.M.C. guarantee, immaculate; £720.—198-202, Wells Rd., W.12. Shepherds Bush 2293. [6039]

MORRIS OXFORD

HENLYS offer with 4 months' guarantee:—

1957 Morris Oxford saloon, one owner, grey with red interior; £775. [6106]

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [6106]

JARVIS OF WIMBLEDON—100% B.M.C. dealers.

1955 Series II Oxford, blue, many extras, full 6-str.; £545.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221, Wim. 2526. [C2086]

£615—1956 Morris Oxford Traveller—Oxford, 67 George St., W.1. Welbeck 6899. [C3115]

1957 Morris Oxford saloon, 15,000 miles; £735.—Foots Cray 2132/2589. [5733]

1956 Morris Oxford Traveller, one owner, many extras; £645. [C1129]

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5. [C1129]

1954 (July) Oxford, birch grey, licensed; £495.—F. L. Cranmore, Tel. 2040 Potters Bar. [C1067]

YES—but if it's Morris—it's Sparks of Streatham Hill, S.W.2. your main depot.—Tulse Hill 3425. [0613/R]

1954 Morris Oxford Traveller, birch grey and red, a very attractive and well-maintained car; £450. [C1094]

MICHAEL CHRISTIE MOTORS, Blester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

1953 Oxford, August, new tyres, battery, black/red, extremely clean car; £399.—S. Minton Rd., Felpham, Bognor 775. 9-5-30. [5905]

1956 Morris Oxford Traveller, green, low mileage, one owner, immaculate condition, taxed; £695.—Clerkenwell 4425. [6076]

MORRIS Oxford Traveller, new model, works mileage, duo-tone.—Harstbourne, West Clendon, Clendon 135. [6085]

SERIES 2 Morris Oxford August '56, owner going abroad, condition perfect throughout, heater, wing mirrors, reversing light; £415.—Farnham 6000. [6113]

1952 (October) Morris Oxford, superb condition throughout; £395.—Brookside Motors, 102 High St. Oxbridge, Tel. 5184. [6047]

MORRIS Oxford Traveller, 1954, excellent condition, engine just overhauled; £500.—Wansbeck, Upper Aley Green, Luton, Beds. [5966]

£425—1953 Morris Oxford saloon, Dorchester terms—Autonips, 5, Balham High Rd., Balham 1509. [C1009]

1957 Morris Oxford saloon, one owner, grey with red interior, immaculate condition; £785. [C4118]

1958 (November, 1957) Morris Oxford Traveller, radio, heater, 12,000 miles; £910.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 4873-4. [C2110]

1957 Morris Oxford Traveller, as new, 5,000 miles only, heater, touring bracket; £710.—Gutteridge, 1, Biadens Close, Southcote, N.14. Tel. Fox Lane 1528. [5849]

1958 Morris Oxford saloon, dark green with grey upholstery, 5,700 miles, fitted heater, new condition throughout; £825.—Castle's, Church Gate, Leicester 23831. [5849]

!!! Travellers: a choice of many Oxford Travellers, including 1955 series IV all-metal 4-door estate, 1957 series III, also 1956, 1955 and 1954, all reconditioned by our works and in exceptional order.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C5095/1]

495 gns.—Morris Oxford 1955 model Series II de luxe saloon, Clarendon grey, red leather, heater, screen washers, excellent condition; written guarantee; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

MORRIS Oxford Cars Wanted

ROWLAND SMITH'S, the Oxford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

MORRIS ISIS

CAR MART, Ltd.

OFFER with 6 months' guarantee.

£665—Morris Isis saloon, heater, reg. 1957. [C1039]

CAR MART, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039]

J. DAVY, Ltd., Morris agent.

1957 Isis automatic saloon, one owner, 14,000 miles, immaculate condition; £835. [C3083]

180—184, Kensington High St., W.8. Wes 7181. [C1069]

215, Brompton Rd., S.W.3. Knl. 4215. [C1069]

North Row, W.1. Hyde 2311. [C1069]

H. A. SAUNDERS, Ltd., offer:—

1957 Morris Isis automatic saloon, black, red upholstery, recorded mileage 11,731, heater; £845. [C4092]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

1955-6 Morris Isis, one owner, heater, beautiful two-tone paintwork; £499. [C5083]

PREMIER MOTORS, 295, Lewisham High St., S.E.13, Lee Green 1051. [C5083]

1956 Morris Isis saloon, black with red interior; £645. [C5083]

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

£765—1957 Morris Isis—Oxford, 67, George St., W.1. Welbeck 6899. [C3115]

1955 Morris Isis, beautiful condition, one owner; £595.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7735. [5887]

AZ MOTORS offer 1955 Isis saloon, splendid condition, unmistakable bargain, £495!!!—Palmerston Rd., N.W.6. Wat. 4723. [C1011]

JACK ROSE, Ltd., offer Isis saloon, reg. July '57, supplied by us, in unmarked condition; accept £625.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C5056]

MORRIS ISIS

!!! Travellers: a choice of several Isis Travellers, 1956 and 1955, reconditioned by our works and in exceptional order.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C5095]

MORRIS MISCELLANEOUS

1938 Morris 25, rare 2-door saloon; £50 o.n.o.—Tel. Braishfield (Hants.) 409. [5971]

ROWLAND SMITH'S, the Morris buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Morris Spares and Service

MORRIS genuine spares and special services in the West End.

S. MORRIS AND COMPANY, Cleveland Garage, S. Cleveland St. Tel. Mus. 1932. [0542/R]

HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave., Riverside 2644 Sales and Service. [1805/4]

R. HARDY & SON, 55, Marylebone High St., W.1.—Experienced for nearly a century, complete overhauls and coachwork our speciality; exchange engine units, spares and accessories.—Hunter 0942. [0565/R]

NASH

NASH, new models, spares and service.

NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558. [0937]

1955 (August) Cross Country Rambler, Farina body, right-hand drive, U.K. cost £2,300; accept £1,150 or near offer.—11, Warwick Rd., Reading 6184. [6015]

NOBLE

MPHW SALES, Ltd., Bubble and Miniature car specialists. New and Used for immediate delivery.—Call 23, Piccadilly. Gerrard 6055. [0854/R]

1961 Holland Park Ave. (just by Shepherds Bush Green). 67, Goldswort Rd., Woking 5251. [0854/R]

OLDSMOBILE

1951-2 Oldsmobile automatic, radio, heater, immaculate.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

LEX—The American car specialists; see offer under "Used American Cars."

LEX GARAGES, Ltd., 2, Lexington St., Piccadilly Circus, London, W.1. Gerrard 8600. [0523/R]

Oldsmobile Cars Wanted

THE Oldsmobile buyers.—See under American Cars.

SIMPSON'S—Wem. 8691/3903/4422. [W4015]

LEX—sole distributors in the U.K., require good used post-war Oldsmobiles.

LEX GARAGES, Ltd., 2, Lexington St., Piccadilly Circus W.1. Gerrard 8600. [0971/R]

Oldsmobile Spares and Service

REPAIRS and Service by Sole U.K. distributors.

LEX at 46-50 Gloucester Ave., Regent's Park, London, N.W.1. [0627/R]

PRIMROSE 0161. [0627/R]

OPEL

1955 Rekord r.h.d. saloon, heater, one owner, low mileage, excellent condition; £495. Tel. Fleet 526. [5997]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0513/R]

PRIDE & CLARKE, Opel stockists; quotations; c.o.d.—Stockwell Rd., S.W.9. Brixton 6268. [5068/R]

TEN years' servicing experience! Spare (c.o.d.) cars bought, sold; full value exchanges.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [84100]

OFFICIAL Opel Spares and Service Agents, B. & C. Concessions, Ltd., 46-50, Gloucester Ave., London, N.W.1. Primrose 0161. [0952/R]

PACKARD

1937 Packard 6 saloon, one owner from new, recorded mileage 37,000, fantastic condition, must be seen to be appreciated; taxed year; £165.—Brookside Motors, 102, High St., Uxbridge. Tel. 6044. [6044]

1948 Packard Clipper saloon, radio, heater, serviced by Leonard Williams to date, one owner, original condition; £335; terms, exchanges.—Palmer Motors, 3, Russell Garden Mews, Kensington, W.14 Park 9704. [C3034]

Packard Cars Wanted

THE Packard buyers.—See under American Cars.

SIMPSON'S—Wem. 8691/3903/4422. [W4015]

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repair specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [84028]

LEONARD WILLIAMS & Co., Ltd., for Packard spares.—Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R]

PEUGEOT

LOCKHART'S for used 203s and 403s.—See advertisement this issue under Continental Cars. [3122]

PLYMOUTH

1955 Plymouth, right-hand drive, automatic transmission, radio and heater.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

Plymouth Cars Wanted

THE Plymouth buyers.—See under American Cars.

SIMPSON'S—Wem. 8691/3903/4422. [W4015]

Pontiac Cars Wanted

THE Pontiac buyers.—See under American Cars.

SIMPSON'S—Wem. 8691/3903/4422. [W4015]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.
U.S. CONCESSIONAIRES, Ltd., Pontiac Works,
 Jubilee Place, Chelsea, London, S.W.3. (Tel. Fiam-
 man 752-3-4).
SOLE distributors Great Britain for Pontiac cars and
 Pontiac parts. [C0617/R

PORSCHÉ

1600 Super—See Lockhart's classified advertise-
 ment in this issue under Continental cars. [C1512
1958 latest Super 1600 cabriolet, total mileage only
 1500, silver red leather, black hood, radio; [C2200
1956 1600 standard coupe, one owner, colour blue,
 an exceptionally fine example, £1,450.
1955 1500 standard coupe, 15,000 miles only, one
 owner; £1,275.
ALL these cars are guaranteed.

AFN Ltd., Porsche concessionaires for U.K.,
 Falcon Works, 400, London Rd., Isleworth,
 Middx. Hounslow 0011. [C2015

1954 Porsche Super 1500 coupe, radio, 54,000
 miles, pearl grey, in absolutely perfect order;
 £1,125. [C0523

V&F MONACOS MOTORS, The Porsche Service
 Specialists, 365, Fulham Rd., S.W.10. Tel.
 Vauxhall 4536. [C0697

1957 (May) 1600 Super coupe, 7,000 miles, blue,
 absolutely immaculate; £1,645; exchanges—
 Skelly's of Motherwell, Ltd. Tel. 1560. [C1617

1958 Porsche 1600 coupe, delivered new by us
 10,500 miles, invoice price £2,050, now
 offered at £1,795. (June) Porsche 1600 coupe,
 29,000 miles, £1,595—Litherland Motors (L.Pool), Ltd.,
 Liverpool, 21, Tel. Waterloo 2484-5. [C1981

J. H. BARTLETT, The Porsche buyers and stockists,
 offer Porsche new 1958 coupe, early delivery.
 Porsche 1958 super coupe, 4,000 miles only, almost
 indistinguishable from new, cost £2,200, now offered at
 £1,925. Repairs and service—27, Pembroke Villas
 W.11, Bayswater. [C01913

Porsche Cars Wanted

LATE models urgently required—Chipstead Motors,
 142, Holland Park Ave., W.11. Park 3445-6. [W1046

PRIVATELY, 1500 standard, l.h.d. acceptable, 20-
 30,000m., full details please—Goodman, Church
 Hill, Belbroughton, Worcs. Belbroughton 220. [C0687

RACING CARS

1958 Formula II Lotus, twin cam, this car is new
 and raced twice; cost £2,500; offered at
 £2,100. [C2100

1957 Formula II Lotus, twin cam, ex works;
 offered at £1,850.

NEW twin cam 1500 engine at £925.

A.E.C. diesel Transporter, ex-Connaught, engg.,
 beautifully fitted out, will carry 2 cars, 7 people
 and gear; £295.

1957 Lotus XI Le Mans Series II, electron wheels,
 a superb specimen, Weber carb., etc.; £1,150.

GENUINE ex-Moss Cooper-Alfa 2-litre, like new.
 Just put on petrol by H.W.M., in superb order;
 £695.

TERMS can be arranged and I will take any type
 of car in part or whole payment—Apply John
 Fisher, 201, New Rd., Portsmouth 63145. [C1729

1956 Cooper Climax 1.500cc sports racing car, ex-
 works car, magnificent condition; £350—
 Tolworth Motors, Ltd., Kingston By-Pass, Tolworth,
 Elmbridge 2534. [C4061

COOPER'S GARAGE (SURREY), Ltd. 243, Ewell
 Rd., Surbiton, Surrey, Tel. Elmbridge 3546, are
 sole concessionaires for the 1950 Formula II Cooper-
 Climax and 500cc Formula III racing cars and 1.100cc
 and 1.500cc Cooper-Climax sports cars [C0261/R

RAILTON

TERRIFIC CARS, Ltd., Raiton specialists, offer—

1937 Fairmile drop head, exceptional condition
 throughout, specimen motor car, taxed year,
 lists available for £700, unrepeatable offer at £295.

1936 Straker, grey, green interior,
 very clean car; £175.

ALL models for sale and wanted, spares and service
 available; club members welcomed—864, London
 Rd., Thornton Heath, Surrey, Tel. 3057, And at 36,
 Westway, Caterham, Tel. 4976. [C4135

RELIANT

25 second-hand Reliant cars and vans in stock from
 £100, new models available; every other make of
 three-wheeler also in stock for immediate delivery—
 King's Motors (Oxford), Ltd., New Rd., Oxford, Tel.
 48458-9. [C1536

RENAULT

J. DAVY, Ltd., Renault agent.

1957 Dauphine, one owner, 11,900 miles, sun roof,
 comprehensive guarantee; £565.

68 North Row, Park Lane, W.1. Hyde 2311. [C1069

£625—1957 Renault Dauphine.

£465—1955 Renault 750 saloon—Oxford, 67,
 George St., W.1. Welbeck 6899. [C3115

WARWICK WRIGHT, Ltd. offer—

1956 (November) Renault Dauphine saloon, green,
 green upholstery, 6,000 miles; £695.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's
 Wood Rd., London, N.W.8. Cunniffham 6050.
 Tel. 48458-9. [C3045

CMJ CAR SALES (Primrose 6623) offer—

1956 Renault Freigate, Admiral, mist green, big
 engine, one owner, exceptional condition;
 £685.

3 months' guarantee; terms, list on application—
 Swiss Cottage, Finchley Rd., N.W.3. [C1091

CHARLES FOLLETT, Ltd., officially appointed Lon-
 don distributors, offer—

1957 (April) Dauphine, sun roof, Ferlic 2 pedal,
 blue, heater, 4,920 miles only, serviced, 6
 months' guarantee; £660.

SHOWROOMS: 18, Berkeley St., London, W.1. May-
 fair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off
 Elgin Ave., W.9. Cunniffham 5936. [C2010

RENAULT

RICHARDS & CARR, Ltd., are always best value.

1958 Dauphine, red, radio, many extras, 5,000
 miles, virtually new, guaranteed; £465.

1957 Dauphine, sky blue, sun roof, one owner,
 thoroughly good throughout, guaranteed;
 £575.

1956 750 de luxe, 11,000 miles, one owner, excep-
 tionally good, guaranteed; £465.

1955 Cabriolet 750, rare example, 14,900 miles,
 many extras, fully opening roof; £495.

1954 750 de luxe, complete engine over-
 haul last February, extras, outstandingly
 good; £565.

1958 Dauphine, grey, works mileage; £715—35,
 Kinnerton St., S.W.1. Belgravia 3711. [C5045

1956 Dauphine automatic, superb; £665—Robbins,
 East Putney, Tel. 7981. [C5010

1957 Renault Dauphine, one owner, 8,000 miles;
 £585—Fao. 4575. [C5906

ALPINE BUSHEY GARAGES, Ltd., Renault special-
 ists, offer with 3 months' guarantee—
 Freigate 2-tone, radio; £550.

1955 750, blue, one owner, interior as new; £458.

1956 750s, choice of two from £475.

1956 and 1957 Dauphines, one two-pedal control,
 both one-owner cars serviced from new by
 us; from £570.

1957 Dauphine, Imperial red, many extras inc.
 twin carbs, and 4-branch manifold; £650.

1958 Dauphine, 10,000 miles, Ferlic clutch, white-
 wall tyres; £675.

PART exchanges, hire purchase, immediate insurance
 cover.

ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd.,
 Bushey Heath, Herts. Bushey Heath 3282-3-4.
 [C1119

RENAULT Dauphine 1957, blue, one owner; £625—
 Stratstone, 40, Berkeley St., W.1. May. 4403. [C4022

WELHAMS, Renault Sales and Service, Surbiton
 Hill Rd., Surbiton. Elmbridge 1873, (established
 1909) offer—

1958 Dauphine saloon, Ferlic clutch, many extras,
 taxed; £695.

1957 Dauphine saloon, small mileage; £650. [C4070

1954 Renault Freigate, £495—Davies Motors, Ltd.,
 554, London Rd., Ashford, Middx. Ashford
 5671-2. [C1080

£595—1957 Dauphine, see Lockhart's classified
 advertisement in this issue under Continental cars.
 [C3122

AZ MOTORS offer 1955 750 saloon, genuine 19,000
 miles, real bargain, £425—Palmerston Rd.,
 N.W.6. Mai. 4723. [C1011

1957 Dauphine, light blue, one owner; £646—
 Bolton of Leeds Ltd., 120, Albion St., Leeds
 1, Tel. Leeds 56036. [C1011

1956 Renault 750 de luxe, 14,000 miles, un-
 blemished condition; £450—Brookside Motors,
 102, High St., Uxbridge, Tel. 5184. [C6043

£320—1954 Renault 750 saloon, French de luxe
 model, sunshine roof, excellent condition—
 Cornwall Garage, Stratford Rd., W.8. Western 2616.
 [C1162

WALTER SCOTT, Ltd.—1957 Dauphine, cream,
 10,000 miles, excellent condition, one owner;
 £595—39, Colclough Cres., N.W.3. (Swiss Cottage Tube),
 Pri. 4466. [C4006

1958 Renault Dauphine, Ferlic clutch, 1,600 miles
 only; £710—Park Garage (Molesey), Ltd.,
 Hampton Court Way, Molesey, Surrey. Tel. Molesey
 6199. [C0357

1954 Renault 750, grey, good condition, many ex-
 tra new battery, 25,000 miles, 54mpg,
 delivered 150 miles; £565—Fairbairn, Glenrae, Kil-
 creggan, Dunbartonshire. [C5797

RENAULT 750 1953 model, immaculate condition,
 engine recently reconditioned, taxed, insured; £515
 or nearest offer only—Broadbank, Cackney,
 Aberystwyth. Tel. Aberystwyth 115. [C6009

BARNEHURST GARAGE, Ltd., always have a large
 selection of guaranteed used Renault cars—
 Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexley-
 heath, Kent. Tel. Bexleyheath 725 and 9158, [0134/R

1958 (July) Renault Dauphine, finished in a most
 attractive Yellow with off-white interior, this car
 has done a genuine mileage of 488 miles and is as
 new throughout and is fully guaranteed; £695.

B. A. ROLFE & SONS, Ltd., Romsey, Hants. Tel.
 Romsey 5187. [C4139

325 gns.—Renault 750 1953 saloon, bronze, very
 good condition, written guarantee, choice of 2
 terms, exchanges, list, open 9-7 weekdays and Satur-
 days—Rowland Smith, Hampstead (Hampstead Tube)
 Hampstead 6041. [C4018

Renault Cars Wanted

ROWLAND SMITH'S, The Renault buyers; highest
 cash prices—Hampstead High St., N.W.3. Ham-
 pstead 6041. [W4018/R

WELHAMS' RENAULT SALES SERVICE, Surbiton
 Hill Rd., Surbiton. Elmbridge 1873, buy post-
 war Renaults.

DAUPHINES, Freights and 750s urgently wanted—
 Richards & Carr, Ltd., 35, Kinnerton St., S.W.1.
 Belgravia 3711. [W3045

750s, Dauphines and Freights a/c always required
 by: Alpine Bushey Garages, Ltd., Bushey
 Heath, Herts. Bushey 3282-3. [W1119

RENAULT Spares and Service

METROPOLIS GARAGES, Ltd., Olympia, W.14, She-
 525 (S.W. London and S. Middlesex distributors).
 [W4070/R

EXPERT Renault staff for all types of repairs; large
 stocks of spares; we will despatch day of order.
 [0213/R

BARNEHURST GARAGE, Ltd., have the largest stock
 of Renault spares in the South of England; all
 orders despatched on day of receipt—Barnehurst
 Garage, Ltd., 1-9 Barnehurst Rd., Bexleyheath, Kent.
 Tel. Bexleyheath 725 and 9158. [0943/R

RILEY

GORDON AND GLYNN offer—

£550—1½-litre Riley saloon 1953, excellent con-
 dition, good history—79, Cadogan Lane,
 Sloane St., S.W.1. Sloane 8536. [C2075

RILEY

J. JAMES (LONDON), Ltd.,

FOR new and second-hand Riley cars.

1956 Pathfinder, maroon, red upholstery, H.M.V.
 radio, 50,000 miles, very nice condition; £800.

RILEY CARS, 55 & 56, Pall Mall, S.W.1. Tra-
 7311 or 852, Finchley Rd., N.W.11. Tel. Speed-
 well 6762. [C3057

H. BEART & Co., Ltd., offer—

1958 Riley 2.6 saloon, finished in duo-blue with
 grey upholstery, 100 miles only; £1,465.

1955 Riley Pathfinder saloon, finished in green
 with tan upholstery, radio and heater; £745.

BEARTS OF KINGSTON, Riley specialists, sales,
 spares, repairs—102, London Rd., Kingston.
 Kingston 3548. [C1081

GUY SALMON AUTOMOBILES offer—

1952 Riley 1½-litre saloon, black and ivory, white-
 wall tyres, excellent condition; £525—
 Portsmouth Rd., Thames Ditton. Emmerbrook
 5551-2-5. [C4001

RODNEY HOWARD & Co., Ltd. offer—

1955 Riley Pathfinder, dark grey, nominal mileage,
 one owner, in excellent condition throughout;
 £685—16, Albemarle St., London, W.1. Hyde Park 7156.
 [C2156

HENLYS offer with 4 months' guarantee—

1955 Riley Pathfinder saloon, one owner, black;
 £745.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1.
 Gulliver 5721. [C1607

B. J. HUNTER, Ltd., Austin agents, offer—

1958 Riley 1.5 saloon, 2,000 miles only, unmarked;
 £650.

1956 Riley Pathfinder saloon, exceptional condi-
 tion, radio, etc.; £795.

B. HUNTER, Ltd., 22, Cricklewood Broadway,
 N.W.2. Tel. Gladstone 6305. [C2040

BOON & PORTER, Ltd., Riley distributors.

£575—Unique Riley 1½, 2-door saloon, specially
 built regardless of cost in 1957; fullest
 details available to genuine enquirers.

C. RIV. 4444, S.W.13 (Nr. Hammersmith Bridge).
 [C1022

NAYLOR & ROOT Ltd., (Established) 1920.

1955 Riley Pathfinder, black/red leather, heater,
 carefully maintained throughout, any trial;
 £695.

CLAPHAM Junction, S.W.11. Battersea 2252.
 [C3022

MAYFAIR COUNTRY CARS (Riley Specialists),
 offer—

1954 1½-litre, low mileage; £750.

1953 2½-litre, heater; £600—47, Montrose Place,
 S.W.1. Belgravia 5654. [C3008

CAMDEN MOTORS for Rileys, see selection from our
 stock on full page advert., page 40 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041.
 [C1035

1954 Pathfinder, blue, radio, heater, 25,000 miles,
 guarantee; £670.

WOODCOTE MOT. Co., Ltd., The Nuffield Distribu-
 tors, Epsom 1234. [C6034

PERFORMANCE CARS (Railing 8841) unique selec-
 tion (158 cars) on page 1.

1940 (regd) Riley 1½, saloon, body fair; £120—
 Hunter, Queen of Hearts, Hindehead. [C5747

1956 Riley Pathfinder saloon, heater, maroon with
 maroon interior; £645.

PASS & JOYCE, 184, Great Portland St., W.1.
 Museum 1901. [C3059

RILEY 2½-litre 1951 saloon in nearly new condition
 for £455—Warhill, Bournemouth 1565. [C5763

1956 Riley Pathfinder, grey, radio, heater, low mi-
 leage, one owner; £845.

G. S. OSCROFT & Co., Ltd., Dominion House, Castle
 Boulevard, Nottingham. Tel. 45024. [C3954

1955 Riley Pathfinder, black/red interior, new en-
 gine recently fired, one owner; £650.

OAKTHORPE MOTOR CO., Ltd., North Circular Rd.,
 Palmers Green. Tel. 1023. [C3126

SALE, 1948 1½-litre Riley, black/green; £350—Ruralid
 54118 after 7 p.m. [C3137

SEE Noel Roscoe, Ltd., Showroom Window on page
 46. [C3137

AZ MOTORS offer 1955 Pathfinder specimen car,
 one owner since new, £675—Palmerston Rd.,
 N.W.6. Mai. 4723. [C1011

BEARTS OF KINGSTON, Riley specialists, sales,
 spares, repairs—102, London Rd., Kingston.
 Kingston 3548. [C1081

CLARKE & SIMPSON, Ltd. (Riley Sales and Ser-
 vice), offer a selection of the best used Rileys
 available.

1953 (March) 1½-litre saloon, black, red uphol-
 stery, originally sold by us to Riley enthu-
 siast and immaculately maintained; £595.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1.
 Tel. Sloane 0436. [C1048

1953 Riley R.M.E., one owner, specimen immacu-
 late vehicle; £565—Motorwell, Tel. [C3140

£575—Riley 2½, 1953, R.M.F. service, green, fault-
 less condition; terms and exchanges arranged
 Valentine 4674. [C3032

£725—Pathfinder, '56, black, unblemished
 throughout, many extras; terms and ex-
 changes arranged—Valentine 4674. [C3032

1953 Riley 1½-litre, 35,000 miles, heater, demisters,
 spots, etc., black and green, beige leather
 interior, specimen condition; £595.

ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd.,
 Bushey Heath, Herts. Bushey 3282. [C1119

1957 Riley 2.6 saloon, new condition; £1,195, cost
 £1,400; exchanges, etc.—Wes

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1958 Riley 2.6-litre saloon, duo-grey, 4,000 miles; £1,275.—H. A. Hamshaw, Ltd., Humberstone Gate, Leicester. Tel. 21771. [5956]

1953 1½-litre Riley black saloon, one owner, 19,000 miles only; £595.—Gateshouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

1957 Pathfinder, black, overdrive, radio, 10,000 miles, immaculate, owner abroad; £1,050.—Mandeville, Hill Hill, Shoreham, Sussex 5997. [5909]

1955 Riley Pathfinder in two-tone grey, very nice condition; £735.—Baldwins Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [5369]

£235 no offer.—1947 (Oct.) 2½-litre saloon, details from third owner.—C. Arnold, 8, Homestead Way, Northampton; would accept Lynx in part exchange. [5411]

1953 (model) Riley 1½-litre RME saloon in black with brown leather; £495.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

RILEY 2½-litre saloon, carefully maintained car, several extras, 4 new Michelin X tyres; £425.—Hartwell Motors, Charminster Road, Bournemouth, Tel. Winton 1777. [5936]

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements; new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 22146. [0446/R]

RILEY 2½-litre 1948, re-engined 1957, gear box and back axle replaced at same time, fitted radio and heater, colour black and green; £335.—Cut Mill Garages, Ltd., Bosham, Sussex. Tel. Bosham 2217. [6088]

TANKARD & SMITH, Ltd., offer:—1952 Riley 2½-litre saloon, red coachwork, one owner exceptionally well maintained, excellent purchase for the Riley man; £575.—194-196, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4821. [C2065]

1956 Riley Pathfinder, radio and all extras, one careful owner, taxed year; £729; exchanges and hire purchase, terms welcomed.—Saunders Abbott Ltd., 1, Wickham Rd., Beckenham, Kent. Beckenham 7476. [5664]

145 ens.—Riley, late 1939 1½-litre saloon, black, sliding head, leather, 4-speed synchromesh, very good condition, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampton (Hamstead Tube) Hampton 6041. [C9018]

1954 Riley 1½-litre R.M.E. series saloon, a truly immaculate specimen with two-tone coachwork in black and blue, spotless hide upholstery in pale grey, built-in heater, moderate mileage and in wonderful mechanical condition; £695.—

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m. [C2108]

XXX 1947 (November) Riley 1½-litre saloon, black and chromium with brown leather, a very bright and attractive example, thoroughly recommended; £345; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003]

Riley Cars Wanted

ROWLAND SMITH'S, the Riley buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

GOOD RILEY required immediately.—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

NEARLY new or small mileage Riley wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028]

URGENTLY required, 1946-55 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

Riley Spares and Service

ARCOT ENGINEERING, Ltd.—Pres-selector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501 and 7321. [0238/R]

JJAMES (LONDON), Ltd., carry the largest stock of Riley spares in this country; special equipment for mechanical and body repairs.—32, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0092/R]

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989/R]

ROLLS-ROYCE

JB
JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd. Berkeley Sq., Mayfair 7444. (Open until 7 p.m.) [C1082/R]

PB Ltd. offer:—

1938 25/30 H. J. Mulliner owner driver saloon 52,000 total mileage.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken 9477. [C3033]

MANN EGERTON.

1955 Rolls-Royce 7-passenger limousine by H. J. Mulliner, automatic gear box, black, beige hide, immaculate condition; £4,750.—14, Berkeley St., W.1. Hyde Park 2073. [C2006]

HR. OWEN, Ltd.

1957 Silver Cloud saloon with power assisted steering, duo grey with grey hide, one owner, 3,100 miles; AS.150.

1954 Mulliner with electric division and automatic gear, black with tan hide, one owner, 13,100 miles; £4,950.

OFFICIALLY appointed retailers.—17, Berkeley St., W.1. Tel. Mayfair 9060. [C4133]

ROLLS-ROYCE

H C PAUL, Ltd.

1950 Rolls-Royce Silver Wraith H. J. Mulliner touring limousine, one owner, exceptional condition throughout; £1,550.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [C3040]

JACK SMITH offers:—

28000 miles only.—1954 Rolls-Royce Silver Dawn, Tudor grey/silver with red interior, outstanding condition; £3,000.

44000 miles only.—1948 (Oct.) Rolls-Royce Wraith owner-driver saloon by Park Ward, black brown hide, excellent condition; £1,425.—23, Bruton Place, Berkeley Sq., W.1. Mayfair 0561. [C4082]

K NIGHTSBRIDGE offer:—

ROLLS-ROYCE Wraith saloon with division by Park Ward, black with beige hide upholstery, in excellent condition; £1,085.

1 4088 Roberts Mews, Lowndes Place, S.W.1. Sloane [C2036]

FRANK DALE, Ltd., offers:—

1937 Phase III Sedan de Ville by H. J. Mulliner, lavishly led; late property famous stage personality, 4-door shooting brake, coachbuilt, finished natural oak, history by Rolls-Royce, seat, £425.—54, Bathurst Mews, Sussex Place, W.2. Ambassador 6576. [5669]

MASCOT MOTORS, Ltd., offer:—

1936 25/30hp Park Ward sports saloon, black and grey, green leather, just overhauled.

1935 20/25hp Saloon Tickford convertible, black with basket-work and carriage lamps and was especially built, 65,150 miles only and complete history since new, 5 new tyres and truly immaculate.

1935 20/25hp Rippon saloon, black, blue leather front, Bedford cloth roof; £375.

237, Kensal Rd., London, W.10. Ladbroke 1231/2. [C3007]

JACK BOND (VINTAGE AUTOS).

BRANCHES in London; Hollywood, U.S.A.

ROLLS 25, 1936, first registered in England 1957; very much sought-after luxurious Brougham sedan de ville by Windover; this superb carriage is fitted with basket-work and carriage lamps and was especially built, 65,150 miles only and complete history since new, 5 new tyres and truly immaculate.

ROLLS P.I.L. first registered in England 1955, 2-seater convertible with fantastic continental coachwork which we have just restored to brand new condition; the only one of its type.

ROLLS 25/30, 1937, very close-coupled Thrupp semi-racer, razor-edged sports saloon, post-war appearance, sun roof, radio and heater, recorded mileage 96,000, immaculate, £1,450.

ROLLS 25 1935 sports saloon.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929/5331. [C4079]

DUNCAN HAMILTON & Co. offer:—

1953 owner driver sports saloon by James Young, midnight blue, fabulous motor car, only completed 36,000 miles, low division.

OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]

CHIPSTEAD MOTORS, Ltd., offer:—

£1385—Silver Wraith Hooper close coupled sports saloon, Aug. 1947, full flow engine, immaculate in black with red line and biscuit leather, late type wheels, radio, heater, electric windows and rear blind.—142, Holland Park Ave., W.1. Park 3445/6. [C1046]

SWANMORE GARAGE, Ltd., offer:—

1934 Rolls-Royce 20/25 sports saloon by Thrupp, trade offers only.—Christchurch Rd., Boxcombe East, Southbourne 43344. [C4024]

JAMES TAYLOR AUTOMOBILES offer:—

ROLLS-ROYCE Phantom III owner-driver saloon by Windover; nice condition throughout; 19,000 miles; £595.—Finndon Rd., Worthing, Sussex. Finndon 3022. [C4027]

JAMES TAYLOR AUTOMOBILES offer:—

1934 Rolls-Royce 20/25 sports saloon by James Young, very attractive and almost as nice as new; £595.—Finndon Rd., Worthing, Sussex. Finndon 3022. [C4027]

COMMERCE MOTOR Co., Ltd., offer:—

1956 Rolls-Royce Silver Cloud automatic saloon, 2-tone blue and grey, with grey hide interior, H.M.V. radio, having full 1956 modifications, faultlessly maintained by one very careful owner, a really beautiful and elegant car in mint condition; £3,650, terms/exchanges welcomed.

337, Euston Rd., London, N.W.1. Tel. Euston 7277. [C1170]

MOTORS & PLANT (PETERBOROUGH), Ltd.

1937 Rolls-Royce 25/30 sports saloon by Barker, black, chauffeur maintained, in excellent order; £695.—Newark Rd., Peterborough. Tel. 5558. [T9013]

A & S Ltd. Selection of 7-passenger Rolls-Royce cars. See under Limousines.

ALPE & SAUNDERS LTD. (Limousines Purchased). Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [C1006]

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1951 Rolls-Royce Silver Wraith owner-driven saloon, black, beige hide, loose covers, heater, radio, one owner to whom we supplied, 6 months' guarantee.

1937 Rolls-Royce P3 touring limousine with face forward occasional seats, this car has had approximately £3,000 spent on it since the war, is in really incredible condition throughout, attractive body by Gurney Nutting, black with rear boot; £750.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

ROLLS-ROYCE

VINTAGE Rolls estate car, 2-tone grey, 20/25, immaculate.—Box 8024. [5835]

SEVEN-PASSENGER 25/30hp and Phantom III limousines; see our detailed descriptions under 'Limousines'.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. (near Baker Street Station.) Welbeck 1124. [C1103]

HEARSE, brochures available, we are building deck and bearers on the 30 hp chassis, inspection available.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

CASS'S MOTOR MART offer the following outstanding guaranteed Rolls-Royce cars serviced and conditioned with manufacturer's histories:—

1939 Wraith, delivered new in 1946, James Young saloon, 62,000 miles.

1938 25/30 Freestone & Webb razor-edged sports saloon, 62,000 miles.

1937 25/30 Rippon sports saloon with boot, 55,000 miles, one owner.

1937 25/30 Thrupp & Maberly sports saloon with boot, 55,000 miles, one owner over 20 years.

1935 20/25 H. J. Mulliner sedan.

5, Warren St., W.1. Euston 4110, 3523. [C1040]

1948 Rolls-Royce Silver Wraith 7-seater enclosed limousine by Park Ward, in superb condition throughout; £1,450.

AUTO TRADING Co., Ltd., 24-30, Shirley Rd., Southampton, Tel. 27431. [5709]

7300 miles guaranteed.—1949 Rolls-Royce Silver Wraith Hooper touring limousine; £2,475.—Farham Motor Co., Ltd., Downing St., Farnham. [C2110]

£550—1937 (Aug.) roomy 25/30hp owner-driver saloon; photo; exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

1937 Rolls-Royce 4-door sports saloon, Park Ward body, very clean condition for age; £542.—Blundell, Ltd., Christ Church Rd., Folkestone, Tel. 2726. [C1108]

1954 Rolls-Royce Silver Dawn saloon, shell and Tudor grey cellulose with grey leather upholstery, automatic gear box, all very attractive, £2,750.—Rippon Bros., Ltd., Huddersfield, Bradford, Leeds & Sheffield. [C3100]

1934, 1935 and 1936 20/25 limousines and 1935 20/25 saloon, all very attractive, all very attractive, at low prices.—Claude Burgoyne & Co. (Established over 50 years), St. Peter's Rd., Hammersmith, Riverside 7644. [C1156]

ROLLS-ROYCE Silver Ghost body, attractive 2-door fixed head coupe, dices and coupes, all very attractive, London, sound throughout, polished aluminium with front and rear wings, but no front seat, bonnet or running boards; £75.—Box 7976. [5740]

18700 miles.—1950 Rolls-Royce Silver Wraith 4-door saloon, 4-light sports saloon, one owner, genuine total mileage as stated, black, beige hide, car as new; £2,350.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

ROLLS-ROYCE 20hp shooting brake, £75; Rolls-Royce 20hp 39 drop head, £450. Rolls-Royce spares: blocks, gear boxes, axles front and rear, springs, clocks, cranks, crankshafts, valves, 20 and 25hp—Johnson, 28, Egerton Rd., Fallowfield, Manchester, 14, Rusholme 3009. I can sell your Rolls or buy for spares. [5905]

1958 model Silver Cloud (Oct. 1957), suede green painted with green hide, one owner, mileage guaranteed 4,000 only; 3 years or 3 years maker's warranty transferable; full service history, unmarked and as brand new throughout; £4,950; terms or exchange can be arranged through private finance companies. Tel. Birmingham South 3018. [6027]

XXX 1948 (October) Rolls-Royce Silver Wraith, finished in black with rich red leather interior, heater, radio, clock, sliding roof, pass light; the condition in really magnificent condition throughout and has an interesting registration no.; we are asking £1,350; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

Rolls-Royce Cars Wanted

CASS'S MOTOR MART require good Rolls-Royce—5, Warren St., W.1. Eus. 4110 3523. [W1040]

1937 saloon.—Vidgens Cafe, Wood St., E.C.2. Mon. 0203. [5694]

ROLLS-ROYCE 20/25a wanted.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Ham. 3430. [W1150]

ROWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

FRANK DALE, Ltd., require good Rolls-Royce with unusual coachwork for cash.—54, Bathurst Mews, Sussex Place, W.2. Ambassador 6576. [5670]

MASCOT MOTORS, Ltd., offer best prices for Rolls-Royce cars.—237, Kensal Rd., London, W.10. Ladbroke 1231-2. [W3007]

JACK ALPE urgently requires privately-owned 25/30 P.3 and Wraith limousines; also seven-passenger 1947/1954 Silver Wraith; details please.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [W1103]

ALPE & SAUNDERS, Ltd., require Rolls-Royce limousines. Good prices for cars in above average condition.

A & S Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [W1006]

GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—33, High Rd., Byfleet Surrey. Byfleet 3101. [W1091]

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350]

WE are instructed to obtain good post-war Rolls-Royce, excellent price for right car.—Details, please, to H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Spares and Service
JACK BARCLAY (SERVICE), Ltd. See page 59
(18102/R)

CHARLES FOLLETT, Ltd., officially appointed repairers and repairers.
SHOWROOMS—18, Berkeley St., W.1. Mayfair G26B.

SPARE parts.
SERVICE—Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. (0814/R)

ALL spares, new and second-hand, for all pre-war Rolls-Royce cars; all repairs and service.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (0064/R)

ROVER 10, 12, 14, 16, 20
Rover 16, 4-light saloon, £295.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. (C2043)

1938 Rover 16 4-light de luxe saloon in nice condition; £150, exchanges, terms.—Bray Motors, West End Lane, N.W.6. Hampstead 6490. (C1024)

1946 Rover 12 sports saloon, black with brown interior, first registered November 1946, engine decarbonized and new rings fitted, excellent appearance; £355.

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. (C2019)

£275!! Dear but worth it! undoubtedly the only pre-war Rover 14 Tickford drophead coupe offered in this condition, compares more than favourably with a 1949 model; we have recently sold. If you want a beauty, this is it!

LAMBS OF WOOD GREEN, (Established 1897)—100 cars; 3 months' written guarantee; exchanges, hire purchase—421-423, High Rd., Finchley. (C2052)

ROVER 60

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. (0467/R)

TOM GARNER, Ltd., offer:—

1954 Rover 60 saloon, black, 35,000; £745.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2060)

WEYBRIDGE AUTOMOBILES offer:—

1957 Rover 60 saloon, green with green interior, 11,250 miles only, one owner, immaculate condition throughout; £1,145.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. (C4094)

ROVER 60 1954, radio and heater, private; £725 o.n.o.—Hillside 9753. (6115)

1954 black, only 27,000 miles, really carefully used; £750.—Campbell Symonds, Wembley 6262. (C1037)

1954 Rover 60 in very nice condition; £765.—Baldwins Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. (5366)

1957 Rover 60, 7,000 miles only, smoke grey with blue leather, completely as new; £1,075.—George Newnham & Co. (Brighton), Ltd., Jubilee St., Brighton 23247-8. (5360)

HATTON, Birmingham, 1956 model 60, black, tan leather, one owner, low mileage, this really is a most carefully used and beautiful running car, most highly recommended; £895; hire purchase and part exchange.—Hutton Motors, Ltd., 71, Broad St., Birmingham, Midland 2427. (C2097)

ROVER 60 Wanted
BRUTONS want low mileage Rover 60—34, Beckenham Rd., Beckenham 9201. (W1104)

BAKERS OF READING, Rover distributors, require good second-hand Rover 60s.—Tel. Reading 51221-2. (0151/R)

GOOD Rover 60 saloon required for definite client.—H. F. Edwards, 26-34, Upper High St., Epsom. Surrey. Epsom 5611. (W2001)

ROVER 75

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. (0466/R)

EATON MOTOR Co. offer:—

1952 Rover 75, black with grey interior, immaculate and faultless; £599.

1951 Rover 75, probably the finest of its year; £555.

EATON MOTOR Co., Eaton Socon 236 (St. Neots). (C2114)

1953 Rover 75 saloon, one owner, black with grey interior; £695.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. (C3039)

1954 series Rover 75, black, excellent order; £785.—Odeon Motors, Ltd., Bar. 1144. (C3028)

1954 series Rover 75, black/tan hide, in exceptional condition; 3 months' guarantee; £765.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne, Tel. 4660. Open till midnight. (C1159)

1958 model Rover 75, dark grey, red interior, 10,000 miles, divided seats; £1,235.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. (C4057)

1954 black, only 30,000 miles, really immaculate; £750.—Campbell Symonds, Wembley 6262. (C1037)

ROVER 75
1952 Rover 75 4-light saloon, green with matching interior; £595.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. (C4118)

ROVER 75 1953, ivory, heater, radio, red leather, 50,000—Queensbury Garage, Ltd., 90/101, Laverage Hill, S.W.11. Battersea 2421. (5064)

1955 saloon, one owner, heater, radio, nominal mileage, quality tested guarantee; £915.—E. J. Baker (Dorking), Ltd., 275, London Rd., Staines 4211. (5787)

1955 Rover 75, black with grey leather interior, an immaculate one owner low mileage specimen; £895.—Parkhouse Car Sales Co., 289, London Rd., Romford, Essex. Romford 3542. (C3116)

1951 Rover 75, recently rebored, exceptional mechanical condition, late property of Rover enthusiast; £525.—Carr Bros., High St., Purley, Surrey. Uplands 4812. (5690)

1953 Rover 75, black, green hide, radio, excellent condition and value £645.—Hewitts Garage, Ltd., High St., Ambleside, Stourbridge. Tel. Stourbridge 5138. (C2135)

£429!! Dear but worth it! 1948/9 Rover 75 sports saloon, this is the one you have been looking for, spotless, immaculate bodywork with wonderful base, most carefully used second vehicle, the finest on offer, choice 2.

LAMBS OF WOOD GREEN, (Established 1897)—100 cars; 3 months' written guarantee; exchanges, hire purchase—421-423, High Rd., Finchley. (C2052)

345 cars.—Rover 75 1949 de luxe saloon, black, sliding head, leather, i.f.s., excellent condition, written guarantee, terms, exchanges, lat. open 9-7 weekdays on Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

ROVER 75 Wanted

BAKERS OF READING, Rover distributors, require good second-hand Rover 75s.—Tel. Reading 51221-2. (0155/R)

LOW-MILEAGE Rover 75 required to fill specific enquiry.—Details to H. F. Edwards, 26-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

ROVER 90

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. (0470/R)

RUSSELL MOTORS offer:—

1956 Rover 90, one fastidious owner, genuine mileage, radio, heater, taxed year, Rover report.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)

H & A SAUNDERS, Ltd., offer:—

1956 Rover 90 saloon, cream, red upholstery, recorded mileage 16,083, heater, overdrive; £1,145.

H & A SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

KJ MOTORS, LIMITED, offer:—

£985!! 1956 Rover 90, grey, blue upholstery, one owner, exceptional condition.

£895!! 1955 Rover 90, black, beige upholstery, loose covers, as new.

KJ MOTORS, Limited, Bromley, Ravensbourne Rd. 3456. (5922)

PHILIP RICKARDS, Ltd., offer:—

1958 Rover 90 saloon, fawn, low mileage, as new; part exchange, deferred terms.—4, Briss St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

CHARLES FOLLETT, Ltd., offer:—

1956 Rover 90 saloon, overdrive, black, red upholstery, low mileage, fully serviced, 6 months' guarantee; £1,075.

SHOWROOMS, 18, Berkeley Street, London, W.1. Mayfair G26B.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. (C2010)

CROFTON GARAGES, Ltd., offer:—

1954 Rover 90 saloons, choice of 2, duo grey and black, radio, heater, several extras, moderate mileage, one owner, both excellent cars; £725 each.—352, Kings Rd., Chelsea, S.W.3. Farnham 0935. (C1189)

WEYBRIDGE AUTOMOBILES offer:—

1954 Rover 90 saloon, green with green interior, fitted heater, excellent condition throughout; £775.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. (C4094)

HENLYS offer with 4 months' guarantee:—

1956 model Rover 90 saloon, one owner, grey with red interior; £1,065.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. (6103)

1955 Rover 90, 22,000 miles superb condition; £655.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. (C4057)

1955 Rover 90, black/red leather; £975.—Odeon Motors, Ltd., Bar. 1144. (C3028)

1958 Rover 90, but prior—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. (C2110)

1955 Rover 90, grey/blue, 25,000 miles, H.M.V. radio, plus all extras; £950.—Emb. 24. (5896)

ROVER 90
1955 (June) green, specimen, one careful owner, 14,000 miles, radio; £895.—Ing's Garages, Maidenhead 2149. (C2119)

1956 Rover 90, black, beige interior, radio, overdrive, genuine low mileage, cared for by its owner only.—Box 8017. (5887)

1956 Rover 90 overdrive saloon, duo grey/red hide, H.M.V. radio, loose covers, one owner, unmarked; £1,095.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., W.8.1. Tel. Sloane 0436. (C1046)

1955 (Sept.) Rover 90, black with red interior, one owner from new, unmarked throughout; £895.

M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. 644. (4371)

1956 Rover 90, black with red trim, bucket seats, excellent condition, one owner; £1,095.—Clerkenwell 4425. (6078)

1956 model Rover 90, radio, heater, one owner, superb condition; £1,095.—Robbins, East Putney, Tel. 7881. (C3010)

1954 Rover 90 saloon, green/green, completely overhauled to Rover specification, excellent condition; £625.—Oxshott St. (5433)

1956 Rover 90, duo grey, overdrive; £1,045.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acton 6751. (C1126)

1956 (Feb.) Rover 90, blue with red upholstery, mileage 22,000, overdrive, radio, wing mirrors, taxed year, immaculate condition; £1,100.

F. W. KERRIDGE (NORMANDY STREET), Ltd., Alton, Hants. 2192/2224. (C3118)

1956 saloon, one owner, extras, nominal mileage, quality tested guarantee; £1,150.—J. J. Baker (Dorking), Ltd., 275, London Rd., Staines 4211. (5728)

1956 Rover 90, green, radio, heater, one owner, moderate mileage; £995.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. (C2130)

1956 Rover 90, overdrive, one owner, low mileage; £1,065.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. Haverstock 9661. (W2001)

1956 Rover 90 saloon, overdrive, bucket seats, radio, etc., one owner, 17,000 miles; £1,135; terms and part exchanges.—Wheeler (Newbury), Ltd., Newbury 1020. (C4028)

1954 (Aug.) Rover 90, black with red trim, 32,000 miles, radio, heater, spotlights, and Arc Him-bellishers; £765.—The Black Horse Garage, 174-176, Sheen Rd., Richmond 6441. (C1116)

1956 Rover 90, black with tan upholstery, fitted radio and bucket seats, really beautiful specimen, 22,000 miles; price £1,095.—Francis Motors, 584, Humberstone Rd., Leicester. Tel. 66504. (C2151)

1955 Rover 90 saloon, one owner, in excellent condition throughout, taxed December 1955, fitted radio and all extras.—Pirbright Garage, Southfields, S.W.18. Vandyke 2366. (C3149)

JOHN S. TRUSCOTT, Ltd., 1956 (April) Rover 90, black, red hide, overdrive, one owner, 15,000 miles only. A superb example; £1,085, exchanges, deferred terms.—173, Westbourne Grove, W.1. Bayswater 4228. (C4035)

111—11,000 genuine miles, 1956 model, Rover 90, black, red interior, loose covers, absolutely as new condition, licensed 31.12.56; £1,035.—Murray King, Ltd., Bedford House, 46, Fitzroy St., W.1. Euston 8416. (6055)

XXX 1955 Rover 90 saloon, heater, screen washers, pass light, one owner, green with green interior; £875; written guarantee; taxed exchanges.—H. F. Edwards, 26-34, Upper High St., Epsom. Tel. 5611. (C2001)

1956 Rover 90, one owner, black, 21,000 miles only, heater, screen washers, spot light, taxed year, excellent condition throughout; £995.—R. & Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. (C3011)

£675—1954 Rover 90 de luxe, one owner, carefully used example which will appeal to discerning Rover purchaser, A.A. or R.A.C. inspection invited, terms to suit and exchanges.—Cochrane, Elm Rd., Evesham. Tel. 2775. (C1053)

1957 (April) Rover 90 saloon, colour black with green leather upholstery, 14,400 miles, licensed to December 31, one very careful owner and the whole car has been meticulously maintained, fitted with heater and screen washers; price £1,450; part exchange considered.

GATES ENGINEERING Co., Ltd., Swan Rd., Brockenhurst, Hants. Tel. Brockenhurst 3544. (5997)

ROVER 90 Wanted
BAKERS OF READING, Rover distributors, require good second-hand Rover 90s.—Tel. Reading 51221-2. (0157/R)

ROVER 90 saloon required; consider Rover 60; cash payment.—Greenways, 81, Airedale Rd., Winchester. (W4C87)

XXX Excellent cash price offered for good Rover 90.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

ROVER 105

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. (0472/R)

LEX

57 Rover 105 R automatic, radio; £1,375.

FOUR month's warranty.

LEX GARAGES Ltd., 41-47, St. Johns Wood Rd., London, N.W.3. Cunningham 6151. (5874)

1957 105R (automatic), grey with red leather, heater, 7,000 miles; £1,375. (C1146)

1957 105R (automatic), grey with red leather, heater, 7,000 miles; £1,375. (C1146)

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1957 105R (automatic), grey with red leather, heater, 7,000 miles; £1,375. (C1146)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 105

PETER BANTOCK CAR SALES offer:—

1957 Rover 105R saloon, black/red leather, 8,000 miles only, litera unmarked; £1,295.—104, High Rd., Chiswick TW25/5870. [C1014]

HENLYS offer with 4 months' guarantee:—

1957 Rover 105 R saloon, one owner, sage green with green interior; £1,375.
HENLYS, Ltd., Henly Corner, North Circular Rd., N.W.11. Finchley 0081/3782. [G055]

1957 (May) Rover 105R saloon, grey and black, red upholstery, 12,000 miles, one owner; £1,295.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

1957 Rover 105S, all extras; £1,450.—Maurice J. Bevis, Churston House, Petersfinger, Salsbury 4908. [G520]

1957 Rover 105R, one owner, very low mileage, as new condition throughout, fitted radio; £1,275.—Moon's, Vic. 5225. [S585]

2412 miles!!!—1957 105R automatic, 2-colour, positively as new, amazing sacrifice; £1,295.—AZ Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1957 Rover 105S, green, 11,000 miles, immaculate condition, always Rover serviced, one owner (deceased), taxed; nearest £1,300.—Mill Hill 3178. [S590]

1957 Rover 105R sal., 1 owner, 14,000 miles only, just completely checked over by manufacturers, grey with maroon leather; £1,195.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

Rover 60, 75, 90 and 105 Wanted

ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

NEARLY new or small mileage Rover 60, 75, 90 and 105 wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [W2028]

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with a 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165-5. [O195/R]

HENLYS offer with 4 months' guarantee:—

1956 Land-Rover, long wheelbase, pick-up with lift, one owner, grey with grey interior; £495.
HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1961. [G062]

G&M ALFRED'S (1936), Ltd.—1955 (Oct.) Land-Rover station wagon, superb, one owner.—6-7, Warren St., W.1. Euston 3268. [C1005]

£165.—1951 Land-Rover, one owner, very good mechanical order and excellent appearance, nearly new tyres; terms to suit and exchanges.—Coachsair, Kim Rd., Evesham. Tel. 2773. [C1053]

1956 Land-Rover, long chassis, grey, one owner, a good useful vehicle; £425, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1955 Land-Rover de luxe estate car, magnificent condition, £485; also 1953 Land-Rover, fully equipped, spare unused, £295.—Roya Automobiles, Ltd., 127, Parkway, Regent's Park, N.W.1. Euston 2700 8894. [C3059]

88in all-purpose, first used and regd. Dec. 1953, rear passenger seats, heater and other extras, total mileage 44,000, used private motoring only, taxed; £325.—The Black Horse Garage, Ltd., 174-176, Sheen Rd., Richmond 6441. [C1116]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer immediate delivery of the new series Land-Rovers, selection of used Land-Rovers, six months' guarantee, H.P. and part exchange.—Write for details, South Woodford, London, E.18. Wanstead 6644. [C2039]

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd., South Woodford, London, E.18. Wanstead 6644. [W2039]

ROWLAND SMITH'S, the Land-Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S largest Rover distributors,
DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151)

ALWAYS a large selection of Rovers to choose from

HENLY House, 365, Euston Rd., N.W.1. (Euston 4444)

MANCHESTER (Blackfriars 7843)

CAMBERLEY (Camberley 2677-8-9)

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley 0061)

PARKWAY, Regents Park, N.W.1. (Gulliver 5721)

CAMDEN MOTORS for Rovers, see selection from our stock on full page 40 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

BEARDS OF KINGSTON, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston 3248. [O080 R]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

KJ MOTORS, Ltd., S.E. England's leading Rover parts stockists.—Bromley, Ravensbourne 3456. [O988/R]

GULLIVER ENGINE SERVICE—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.3. Gulliver 4604. [O582/R]

T. BAKER & SONS (READING), Ltd., Rover distributors for over 50 years, specialists in spare parts and service.

T. BAKER & SONS (READING), Ltd., 33-37, Friar St., Reading. Tel. Reading 51221-2. [O581/R]

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [O147/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Black Rover distributors for spares and specialised service.—Tel. Datchet 54. [O047/R]

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [O556/R]

SCOOTACAR

MHPW SALES, Ltd., Bubble and Miniature car specialists; New and Used for immediate delivery.—Call 23, Piccadilly, Gerrard 6055, 186, Holland Park Ave. (Just by Shepherds Bush Green), 67, Goldsworth Rd. Woking 5231. [O210/R]

SIMCA

1956 Elysee, radio and heater; £595.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

RICHARDS & CARR, Ltd., are always best value.

1957 Elysee saloon, light green, heater, screen-washers, underseal, one owner, superb; £595.

1956 Elysee saloon, dark green, one owner, genuine 10,900 miles, heater, etc.; £625.

1955 Aronde, heater, other extras; £495.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

HUXFORD & SON, Ltd., offer the following new and used Simcas:
NEW model Monthery, Elysee and 1300; used 1958 Monthery, 1958 Grande Large Special, 1957 Elysee, 1954 Aronde.—West St., Porchester, Hants, Cotham 76770: Simca dealers and enthusiasts. [C2127]

LATE 1956 Simca Elysee saloon, 13,000 miles, excellent condition, licensed to Dec.; £685.
MILSTONES SERVICE GARAGE, Ltd., 308, Erith Rd., Bexleyheath. Erith 2469/2629. [S5930]

1956 Simca Elysee "Flash" engine, H.M.V. radio, heater; £595.—Mill Street Garage, Stourbridge, Worcs. Stourbridge 3510. [S5974]

1957 Simca Elysee Grand Large saloon, careful use by one owner only, a fast touring car with real de luxe equipment; £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2008]

1955 Grand Large, radio, loose covers; £495.—C.V.Y. Rushmore, Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061]

1956 (late) Simca Regence V.8 saloon, colour blue and cream dual tone, fitted with heater and radio, sliding roof and alternative sun vision roof, seat covers, whitewall tyres and imitation spoke wheel discs; this immaculate car, £1,450 new, including £250 worth of extras; now offered at the bargain price of £875.—H. L. Blundell, Christ Church Rd., Folkestone 2726. [C1108]

Simca Cars Wanted

1955 and later models, urgently wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. [W304]

ROWLAND SMITH'S, the Simca buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

SINGER

LEX GAZELLE series I convertible, red/black, works mileage; £845.

LEX GARAGES Ltd., 585, London Rd., North Cheam, Derwent 2266. [S880]

TOM GARNER, Ltd., offer:—

1958 series Singer Gazelle Series IIA saloon, Burgundy/beige, htr., 9,000; £835.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

WARWICK WRIGHT, Ltd., offer:—

1956 Singer Gazelle convertible, green and black, green upholstery, radio and heater, 15,000 miles; £795; another in 2-tone grey, low mileage.

1957 (October) Singer Gazelle Series II (overdrive) saloon, maroon/beige, beige upholstery, heater 11,000 miles; £850.

1957 Singer Gazelle Series I saloon, blue, blue upholstery, 8,000 miles; £795.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningsham 6050. [C4045]

WARWICK WRIGHT, Ltd., offer:—

1956 Singer Hunter de luxe saloon, grey and green, brown upholstery, radio and heater; £515.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

1957 Singer Gazelle, radio, blue and black with red interior; £765.
PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

UNTING MOTOR EXCHANGE for new and used Singer cars.—Bonnersfield Lane, Barrow. Tel. 6225/6. [O048/R]

1956 Singer Hunter de luxe, black, red leather, heater, genuine 10,000 miles; £565.—Mill Street Garage, Stourbridge, Worcs. Stour 3310. [S5975]

SINGER

495 gns.—Singer Hunter 1956 saloon, silver grey, one owner, excellent condition; written guarantee; terms; exchanges.—Rowland Smith, below.

295 gns.—Singer 1953 model saloon, leather, heater, excellent condition; written guarantee; terms; exchanges.—Rowland Smith, below.

295 gns.—Singer 9 1951 4AB sports roadster, leather, 17in. glass sidecreens, good tyres; written guarantee; choice of 2; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£560!!!—1956 Singer Hunter saloon de luxe, an excellent specimen of a very fine car.—Jennings, Richmond 3568. [C3103]

1955 Singer 1500 roadster, one owner, mileage 18,000, as brand new; £420, terms.—Avon Autos, 165, Uxbridge Rd., Hanwell, W.7. Ealing 4327. [S5840]

1951 Singer SM1500 de luxe saloon, black/beige leather, low mileage; £295.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4496/6647. [G3125]

1956 Singer Hunter d.l. dark green, immaculate, heater, windscreen washers, many extras; (3 months' guarantee); £545.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2086]

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

GAZELLE saloon required, low mileage; consider estate car; cash payment.—61, Ainsford Rd., Winchester. [W4087]

Singer Spares and Service

SINGER spares mailed by return, trade or retail.

B&H MOTORS, Bignell's Corner, South Mimms, Herts. South Mimms 2231. [S1000]

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff.

Ginger distributors.—East Glamorgan—spares and service.—Tel. 20531. [O911/R]

THE official Singer London parts distributors for all trade and retail order, full vehicle service facilities also available.—Automotors, Ltd., Ferry Rd., London, S.W.13. Riverside 8291. [O754/R]

SKODA

CONNAUGHT ENGINEERING offer:—

1958 440, peacock blue, 2,000 miles only, special reason for sale; £1,200, terms.—[C1132]

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1132]

SPORTS CARS

B&G MOTORS.—Gigantic sale.

SMASHING reductions; examples:—

£210, reduced from £230.—M.G. 10 TA sports 2-seater, green.

£155, reduced from £175.—M.G. 8 PA sports 2-seater, cream.

£150, reduced from £165.—Morgan 4/4 10 sports 2-seater, cream.

£145, reduced from £165.—M.G. 8 PA sports 2-seater, red.

£138, reduced from £158.—M.G. 8 PA 2-seater, fitted Ford engine.

£95, reduced from £110.—Ford 8 open sports 4-seater, spotless cellulose (red), new hood.

£95, reduced from £110.—Austin 747 c.c. Nippy sports 2-seater.

£75, reduced from £95.—Austin 747cc Nippy 2-seater.

£80, reduced from £100.—Westcar 12 1924 Vintage open tourer, very rare, original condition.

MANY, many others; easy terms.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

ROWLAND SMITH'S FOR SPORTS CARS

795 gns.—M.G. A. 1957 hardtop coupe, radio, many other extras, one owner, choice of 2.

725 gns.—Triumph TR2 roadster, registered 1957, overdrive, radio, heater, soft top, tonneau cover.

645 gns.—Triumph TR3 1956, pearl white, twin spots, badge bar, one owner, unmarked.

645 gns.—Austin-Healey 100 1955 2-seater, grey, overdrive, heater, tonneau, exceptional.

595 gns.—M.G. Midget 1955 TP1500 2-seater, red, beige leather, screen washers, exceptional.

545 gns.—Triumph TR2 1954, overdrive, heater, very carefully used.

545 gns.—Ford Prefect 1956 de luxe, duo-tone, Alexander Hi-Power conv. overdrive, radio, superb sports performance.

525 gns.—Austin-Healey 100, 1954 l.h.d. export model, heater, overdrive, screen washers, tonneau cover.

465 gns.—M.G. Midget 1953 TD 2-seater, heater, new hood, choice of 4 TD's.

465 gns.—Healey 1950 Silverstone super-sports 2-seater, red, exceptional example.

465 gns.—Ford Zephyr 1954 convertible, duo-tone, 3 carb. conversion, sports performance.

395 gns.—Morgan plus 4 late 1952 sports 4-seater, red, exceptional.

325 gns.—Alvis 1948 special sports 4-seater, scarce model.

295 gns.—Singer 9 1951 4AB 2/4-seater, roadster, F.P.S. leather, glass sidecreens, choice of 2.

295 gns.—M.G. Midget 1947 TC 2-seater, green, green leather, good tyres.

225 gns.—H.R.G. September 1947 1½-litre special sports 2-seater, new hood and tonneau; written guarantee over £300, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041]

AUSTIN-HEALEY 1954, red/black, hard top, overdrive, heater; £550 o.n.o.—15, Davenport Rd., Coventry. Tel. Coventry 72688. [S5886]

SPECIAL hill-climb Jaguar-Allard, built for Maurice Charles, with fibreglass body by Mistral, mechanical ally rebuilt 1956, flame red, taxed; £395.—Hove 71666. [C4130]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

THE CHEQUERED FLAG, L.D.

LONDON'S leading sports car specialists.

PROUDLY offer an incomparable selection of hand-picked sporting vehicles at attractive prices:

FERRARI Multi-Mile, 1955, 2-seater, 1600 cc, 5-speed box, V12 unit with Webers, etc., fabulous.

£1095—Austin-Healey 100/6, 1957, 2/4-seater, blue/cream, overdrive, wire wheels, radio.

Jaguar XK140 1955 fixed head, ivory/red leather, overdrive, radio, heater.

£995—Austin-Healey 100/6, 1957, 2/4-seater, black, ivory, wire wheels, one owner, low mileage.

£995—Lotus Mk. 1955, 2-seater, 1100 cc, 5-speed, low mileage, specimen.

£965—Lotus Mk. 1955, 2-seater, 1100 cc, 5-speed, low mileage, specimen.

£895—Lotus Mk. 1955, 2-seater, 1100 cc, 5-speed, low mileage, specimen.

£885—M.G. A 1957 fixed head, ivory/red leather, radio, heater, spots, grid washers, etc.

£845—Frazier Nash special lightweight Le Mans replica, B.R.G. modified unit, 1100 cc, 5-speed, low mileage, specimen.

£835—Cooper 1956 1100 sports/racing 2-seater, red, stage II Climax unit.

£815—M.G. A 1956 2-seater, pale blue, wire wheels, radio, heater, spots, grid, etc.

£815—Triumph TR3, 1957, 2-str., black with blue trim, disc, 5-speed, overdrive, grid.

£795—Lotus Mk. 1955 2-seater, 1100 cc, 5-speed, low mileage, specimen.

£795—Lotus Mk. 1955 2-seater, 1100 cc, 5-speed, low mileage, specimen.

£795—Lotus Mk. 1955 2-seater, 1100 cc, 5-speed, low mileage, specimen.

£795—Lotus Mk. 1955 2-seater, 1100 cc, 5-speed, low mileage, specimen.

£785—M.G. A 1956 2-seater, spotless red with black leather wire wheels, etc.

£745—Austin-Healey BN2 1956 2-seater, ice blue, 4-speed box, overdrive.

£745—M.G. A 1956 2-seater, ivory, red leather, overdrive, one owner.

£695—Jaguar XK120 1954 drop head, immaculate black, hood, X types, radio, heater.

£695—Lester Climax, 1100 cc, 5-speed, fixed head coupe, very fast, very pretty.

£695—Jaguar 1954 fixed head, pale green, special equipment, all extras, beautiful car.

£685—Austin-Healey 100/6, 1957, 2-seater, dual blue/ivory, radio, overdrive, heater.

£665—Cooper-Bristol 1954 competition 2-seater, B.R.G. ideal sprints and hill climber.

£665—Triumph TR3, 1957, 2-str., black with blue trim, disc, 5-speed, overdrive, grid.

£645—M.G. TF 1950 1955 2-seater, ivory, tuned unit, wire wheels, red hood, etc.

£635—Triumph TR2 1955 2-seaters, choice three spotless cars, ivory or green, various extras.

£615—Triumph TR2 1954 2-seater, black with grey cockpit, overdrive, spots.

£595—Austin-Healey 100 1954 2-seater, dark green, overdrive, one owner.

£585—M.G. TF 1954 2-seater, choice of 4 superb examples, ivory, green, black or red.

£565—Triumph TR2, 1954, 2-seater, red with beige cockpit, etc.

£495—M.G. TD 1953 2-seaters, choice 2, both immaculate, black or grey.

£495—Healey Silverstone 1 1/2-litre 2.4-litre 2-seater, pale blue, reconditioned unit.

£485—M.G. TD 1953 2-seater, red, fitted radio, heater, spots.

£485—Ford Kanchade, 1958, GT 2/4-seater fixed-head, beautifully finished in red.

£475—M.G. TD Mark II 1952 2-seater, red; another black with beige leather.

£425—Jowett Jupiter 1951, specimen, grey, radio, heater, etc.

£385—M.G. TC 1949 2-seaters, two specimen cars, racing green or black.

£385—Jaguar SS100 2 1/2-litre super sports 2-seater, outstanding example in B.R.G.

£385—Singer 1AD 1953 1 1/2-litre 4-seater roadster, silver with red interior, 1100 cc, 5-speed.

£375—H.R.G. 1949 1500 Spa Replica 2-seater, spartan but very fast.

£365—Cooper 1956 Ford-engined special 2-seater, red, very neat.

£365—Jaguar SS100 2 1/2-litre 2-seater, splendid example, maroon.

£345—H.R.G. 1949 1100 cc 2-seater, recon. engine, recollimated B.R.G.

£345—M.G. TC 1947 2-seaters, choice first-class car, various colours.

£345—Buckley 1956 Mark V sports 2-seater, pale blue, 1.172 cc unit.

£295—Dellow 1950 2-seater, 1172 unit, very nippy, new tyres, red; another, green.

£285—Triumph 1947 1800 Roadster, fair in black, performs well.

£225—M.G. TA 1936 2-seater, reconditioned engine and gearbox, black.

DEFERRED terms, insurance, written guarantee, part exchange and after sales service a pleasure.

A London's Leading Sports Car Specialists we pay a highest price for sports and competition cars.

NORTHERN and Midland buying dept. enquiries, please contact Mr. B. Briggs at Nottingham 64812.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), 1835, Ltd., 492-496, Chiswick High Rd., W.4.

100 yards from Chiswick Park Tube Station, 9 a.m. to 9 p.m. weekdays. Chiswick 7871-2-3. (C1124)

EAGLE MOTORS (NORWOOD), Ltd.

1950 Healey Silverstone, blue; this motor car must be one of the finest, fastest in the country.

country, completely rebuilt by Barwell of Chessington; work includes gas flowing head, ports enlarged and polished, recon. carbs., compression ratio 9 to 1, recon. gear, recon. tyres, new hood, new side-screens, a most immaculate car; £495.

1954 M.G. TF, green, radio and heater, wire wheels, Michelin X tyres all round, Lloydsall head; this car in specimen condition; £325.

1950 M.G. TD, black, beige upholstery, new hood, wing mirrors, twin spots, luggage rack, mechanically 100%, immaculate inside and out; £435.

Singer Roadster, red, in absolutely showroom condition, 3 months' guarantee; £325.

SPORTS cars urgently required, especially late-type models.

1. Crown Point, Norwood, S.E.19. Gipsy Hill 6079 and 6313. (C1240)

JOHN FISHER OF PORTSMOUTH.—See under Racing Cars.

SPORTS CARS

CRESSCARS, Ltd., offer a comprehensive selection, each and every one a better than average specimen of its particular type unless otherwise stated and all at low level prices.

£559—Jaguar XK120 sports, 1953 model, high lift cams, dual exhaust, high ratio axle, new tyres, beautifully kept.

£489—M.G. TD 1953, immaculate black, stage 1 engine, every possible extra.

£379—M.G. TC, 1949, very well maintained, B.R.G.

ASTON MARTIN 2-litre sports saloon, 1938, well maintained in black with blue leather; £149.

£198—M.G. VA 1 1/2-litre sports, 1939, reconditioned engine, immaculate maroon.

£129—M.G. PA Airline sports saloon, very sound, needs a little minor tidying, hence price.

£329—Morgan 4/4 sports 4-seater, 1950, red.

£98—Vintage Essex super 6 saloon, 1929/30, beautifully kept. Cars, motor cycles, scooters, in fact anything on wheels gladly taken in part exchange.

CRESSCARS, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. (C1125)

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers; highest cash prices.—Hamstead High St., N.W.3, Ham. 6041. (W4018 H)

ROLLS-ROYCE wanted by enthusiast, pre 1938, vintage acceptable, any distance.—154, Lancing Rd., Orpington, Tel. 22433. (W1163)

Sports Cars Spares and Service

TUNING repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. (0753 E)

STANDARD 8

PENFOLD MOTORS offer:—

1954 Standard 8, grey, suitable for disabled driver—hand controls; £360.

PENFOLD MOTORS, 12, Burnt Ash Rd., S.E.13, Tel. Lee Green 1202 (C5142)

PHILIP RICKARDS, Ltd., offer:—

1958 Standard 8 saloon, red, 1,500 miles, as new; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

WARWICK WRIGHT, Ltd., offer:—

1955 Standard 8 saloon, grey, red upholstery, heater; £415.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2, Gladstone 0041. (C4137)

1958 Standard 8 saloon, red, 2,500 miles.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2, Pad. 3400. (C3050)

BERKELEY SQUARE GARAGES Ltd. offer:—

1958 Standard 8 saloon, white, red trim; £575.

BERKELEY Sq., London, W.1. Gros. 4343. (6066)

TANKARD & SMITH, Ltd. (Tottenham) offer:—

1957 Standard Super 8 saloon, blue, red trim, heater, immaculate; £485—226-232, 246-248, High Rd., London, N.15. Tot. 0415. (6029)

1956 blue, heater, 17,850 miles; £475.—Campbell Symonds, Wembley 6262. (C1087)

£369—1955 model Standard 8 saloon, grey, in very good condition; terms, exchanges.

D. P. WYATT, 51-53, Fortune Green Rd., West Hampstead, N.W.6, Hampstead 8998. (C4054)

1955 Standard 8, heater, one owner, low mileage, £415.—Robbins, East Putney, Tel. 7891. (C3010)

AZ MOTORS offer 1951 1948 sports tourer, one owner.—Palmerston Rd., N.W.6. Mat. 4723. (C1011)

1955 Standard 8 saloon, green, heater, luggage rack, 16,000 miles, which appears to be completely genuine; £415.

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11, Speedwell 4411. (C2019)

1955 Standard 8 4-door family saloon, grey; £405.

Smith, 4 Under, 576, Kensington, High St., W.14. Western 2312. (C4019)

1957 Standard 8 Gold Star, grey, heater, etc., 7,000 miles, as new, licensed Dec.; £490.—Overton, Churt, Surrey. Headley Down 3256. (5984)

1957 Standard 8 Gold Star, fitted Standrive, blue, red and white interior, 3,000 miles, as new, one owner; £525.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3494. (C1151)

£375—1954 Standard Super 8 saloon, one owner, low mileage, excellent condition.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10, Willesden 0161. (C1167)

325 gns.—Standard 8 1954 model saloon, grey/blue, heater, excellent condition; written guarantee; terms: exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6031. (C4018)

£425—1955 series de luxe saloon, one elderly owner, underused since new, heater, wind-screen wash, fog light, twin mirrors, virtually unmarked; terms, exchanges.—Lockharts, 12-16, Chiltern Rd., Dunstable, Tel. 1885/114. (C3122)

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Standard 8 buyers; highest cash prices.—Hamstead High St., N.W.3, Ham. 6041. (W4018 H)

STANDARD 10

CMI CAR SALES (Primrose 6623) offer:—

1956 Standard 10 4-door saloon, heater, extras, one owner; £475.

3 months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.D.3. (C1051)

STANDARD 10

L. F. DOVE, Ltd., offer:—

1956 model Standard Super 10, black; £475.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. (C1077)

1955 Standard 10, grey; £465.

MONTROE MOTORS (N. H. Boswell), 91-95, Bocking New Rd., Buckhurst Hill, Essex. (C3069)

WARWICK WRIGHT, Ltd., offer:—

1955 Standard Super 10 saloon, grey, heater; £485.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2, Gladstone 0041. (C4137)

BOON & PORTER Ltd., Standard agents.

1957 "ten" saloon with special "StanDrive" two pedal control, 27,000 miles, guaranteed; £485.

CASTELNAU, S.W.13 (nr. Hammersmith Bridge), Riv. 4444. (C1024)

BERKELEY SQUARE GARAGES Ltd. offer:—

1958 (June) Standard 10 saloon, grey, heater, screen washer; £625.

BERKELEY Sq., London, W.1. Gros. 4343. (6065)

1956 Super 10, 6,000 miles, extras; £515.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.S. Mountview 5228. (C4111)

1956 Standard 10, black, heater, etc.; £495.—Odeon Motors, Ltd., Bar. 1144. (C5128)

1955 Standard 10, heater, screenwash, one owner; £455.—Robbins, East Putney, Tel. 7891. (C3010)

1955 Standard 10 saloon, extras; £450.—Rawlings, Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2281. (C4132)

1956 de luxe saloon with heater, green, taxed year; £485.—A. E. Cheshire, Ltd., Noble Corner, Great West Rd., Hounslow, Middx. Tel. Hounslow 1082. (C1128)

SLOCOMBES, Ltd.—1956 Standard Super 10, full Alexander conversion, anti-roll bar, very fast; £545.—Dudden Hill Lane, N.W.10, Willesden 4969/3994. (C4017)

1955 Standard 10 de luxe, blue, red trim, one owner, heater, taxed; £425.—The Black Horse Garage, Ltd., 174-176, Sheen Rd., Richmond 6441. (C1116)

1956 model (Dec., 1955) Standard Super 10 saloon, grey with red upholstery, heater; £475.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5, Fremantle 6375. (4145)

1956 series (registered Dec., '55) Standard 10 Companion Estate, Comet blue, heater, moderate mileage; £485.—London Cars, 592, Greenford Rd., Greenford, Middlesex. Waxlow 2643/4407. (C2057)

£485—1956 Standard 10 saloon de luxe, one owner, low mileage, in immaculate condition.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10, Willesden 0161. (C1167)

1957 Standard Super 10 Standrive saloon, blue, black blue interior, 10,000 miles only, one owner, heater, screenwashers, Ace Rimblinders, wing-mirrors, spotlamp, and loose covers, absolutely spotless; £575.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4034)

425 gns.—Standard 10 October 1955 saloon, salvador blue, leather, heater, wing mirrors, one owner, excellent condition; written guarantee; terms: exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

STANDARD 12 & 14

1947 Standard 12 saloon; £185.

XL SERVICE STATION, Kingston Vale, S.W.15, Kingston 8353. (C4060)

£295 !!!—Dear but well worth it! 1947 Standard 12 drop head coupe, but in absolutely beautiful condition, nearly new hood, bodywork spotless, excellent mechanically, very unusual and irreplaceable condition today.

LAMBS OF WOOD GREEN, (Established 1897)—100 cars; 3 months' written guarantee; exchanges; hire purchase; 421-423, High Rd., Finchley. (C2052)

STANDARD COMPANION

LEX A. & A. SERVICES.

1957 Standard 10 Companion, blue, heater, 9,000 miles; £595.

FOUR months' warranty.

LEX GARAGE, Ltd., 609, Kenton Rd., Kenton, Middx. Wordsworth 7805. (5883)

!!! Companion 1956 estate, heater, exceptional throughout, £525; also 1948 10hp coachbuilt estate, reconditioned engine; £275.—Eaton 7899. (C3098)

FREE Estate Cars, 340, Euston Rd., N.W.1. (C3098)

1956 (Mar.) Standard 10 Companion, in dark green with red upholstery, fitted heater, screen washers, loose covers, one owner and genuine mileage of 15,401, taxed Dec.; £525.

MARSH OF CHORLEY, Ltd., Longworth St., Pall Mall, Chorley, Lancs. Tel. Chorley 4347. Open 9 a.m. to 8 p.m. daily except Sunday. (5773)

1957 Standard 10 Companion estate car, apple green, red and white upholstery, one owner, carefully maintained and serviced by Standard agents, fitted foglamp, heater, screenwashers, R.M.V. radio, loose covers to front seats, licensed until end of year; £600.—Box 7967. (5697)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD ENSIGN & PENNANT

BERKELEY SQUARE GARAGES Ltd. offer:—

1958 Standard Ensign, blue/grey, leather, heater, screen wiper, 2865. [C3064]
BERKELEY Sq., London, W.1. Gros. 4343.

1958 Standard Pennant saloon, white/black, red upholstery, heater, 3,000 miles. [C3050]
CHARLES RICKARDS, Ltd., 56, Baywater Rd., W.2. Pad. 3400.

STANDARD Ensign, grey/blue, heater, 4/washers, 3,000 miles. £815.—The Bexhill Motor Company, Ltd., London Rd., Bexhill-on-Sea 2000. [C3052]

STANDARD VANGUARD

L. F. DOVE, Ltd. offer:—

1953 Phase II Vanguard; £450.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077]

CLANFIELD LAWRENCE offer:—

1957 Standard Vanguard saloon, green, overdrive, etc., 9,000 miles. £825; another, without overdrive, £765.—407, High Rd., N.12. Finchley 0091. [C2055]

PERRY'S OF BOWES ROAD offer:—

1956 Standard Vanguard Phase III, green, heater, immaculate condition; £650.
HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

HENLYS offer with 4 months' guarantee:—

1955 Standard Vanguard saloon, black with red interior; £565.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [C1019]

BERKELEY SQUARE GARAGES Ltd. offer:—

1957 Sept. Vanguard Sportsman, finished in special metallic maroon, radio, overdrive, badge bar with two spot lamps; £1,050.
1958 Vanguard saloon, grey/green, radio, overdrive; £875. [C3063]

BERKELEY Sq., London, W.1. Gros. 4343.

COOMBS & SONS (GUILDFORD), Ltd. offer:—

STANDARD Vanguard sportsman, first registered June 1953, 1,000 miles only, fitted with radio, overdrive, undersole, etc., a very fine specimen and genuine car, finished in blue and ivory; £1,195. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907.

£333!!! 1951 Vanguard de luxe saloon, immaculate and spotless condition, choice 2 cars; 3 months' written guarantee; exchanges, hire purchase.—421-443, High Rd., Finchley. Finchley 9222. [C2052]

LAMBS OF WOOD GREEN, (Established 1897).—100 cars; 3 months' written guarantee; exchanges, hire purchase.—421-443, High Rd., Finchley. Finchley 9222. [C2052]

NEW and unregistered Vanguard saloon, black, manufacturer's guarantee; £875.
FOLKESTONE MOTOR CO., Ltd., Tel. Folkestone 2455.

1954 (December) Vanguard, grey, red interior, heater fitted; £495.
DAVIS & CO., Ltd., 101, Bromley Common, Bromley, Kent, Ravensbourne 2634-5. [C1129]

1953 Standard Vanguard saloon, very well-kept body, excellent mechanical order; £395.
1956 Standard Vanguard estate car, heater, radio and underseal; £535. [C3065]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2008]

STANDARD Vanguard Phase III 1957, green, 6,000 miles, immaculate, heater, wheel trims; £745.
WILSONS, Brixton 4011. [C3065]

1952 Vanguard, black/beige, in first-class condition throughout, taxed year; £550.—Palmer's Green 1441. [C3120]

£249—1950 Standard Vanguard saloon, black, radio, taxed, good condition; terms.—Autosnips, 5, Balham High Rd., Balham 1508. [C1008]

VANGUARD diesel saloon, 1955, overdrive, 50 m.p.g., low mileage, immaculate condition; £650.—Tel. Leeds 44771. [C3991]

1957 Standard Vanguard Phase III, low mileage, fitted heater, overdrive, dual colour, as new; £785.
JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036]

1955 Standard Vanguard, black, blue trim, heater, taxed to December, 20,000 miles only, spare unused; £495.—Laburnum 4705. [C3461]

1955 Vanguard, low mileage, excellent condition throughout; £495.—Pinner Motor Co., Ltd., Pinner 456. [C3105]

1955 (July) Vanguard 2-tone, fitted radio, outstanding condition, low mileage, taxed; £435.—Harris (West End) Shirts, Ltd., Bal. 4519, Bal. 0760. [C5801]

1950 Standard Vanguard de luxe saloon, black, maroon, hide, claret; £299, exchanges, terms.—Bray Motors, 180-184, West End Lane, S.W.6. Hampstead 6400. [C1024]

1957 Standard Vanguard estate car, radio and heater, roof rack, 8,000 miles only; bargain at £295.—Baldwin Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [C3564]

495 ens.—Standard Vanguard 1955 Phase II 4-door estate car, heater, fold-flush rear seating, excellent condition; written guarantee; terms; exchanges.—Rowland Smith, below.

245 ens.—Standard Vanguard December 1949 4-door estate car, leather, seat covers, fold-flush rear seating, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1956 Vanguard Sportsman, finished in grey and red with red nylon upholstery, fitted overdrive, radio, fog lamps, wing mirrors and whitewall tyres; a one owner vehicle in exceptional condition; £845.
KJ MOTORS, Ltd., Bromley, Ravensbourne 3456. [C5926]

1953 Estate; Vanguard 1957 (April) Phase III estate, radio and heater, immaculate throughout; also several Phase IIs in stock.—Euston 7889. Peddie's Estate Cars, 340, Euston Rd., N.W.1. [C3063]

1953 Standard Vanguard, radio, heater, grey, red leather, real snip; £345; choice of 8.—Douglas Service Station, 57 & 65, Eleanor Rd., Waltham Cross 4124. [C1175]

XXX—1957 Standard Vanguard Ph. III saloon, one owner, heater, reversing light, low mileage, finished in beige with red interior, very carefully used; £695; written guarantee; terms, exchanges.—H. F. Edwards, 28/34, Upper High St., Ipswich. Tel. 5611. [C2001]

STANDARD Miscellaneous Cars Wanted
 STANDARD 8 or 10 saloon wanted.—Gordon Woodson, 48a, Drevett Rd., S.W.16. Streatham 8535. [W4059]

ROWLAND SMITH'S, the Standard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4016/R]

Standard Spares and Service
BARKERS MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [C0522]

LARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 34151 (5 lines). [C301/R]

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [C359/R]

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recollaring.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [C0253/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Girling and Bendix stockists.—314, Regent's Park Rd., Church End, Finchley. Finchley 5908. [C0032/R]

STUDEBAKER

SCOTT CARS offer:—

1958 Studebaker President, fully automatic, right-hand drive, radio, heater, 5,000 miles only, absolutely as new.

1951 Studebaker convertible, radio, heater, outstanding condition.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1954 Studebaker V8 2-door Farina, overdrive, radio, whitewalls, 36,000 miles; £795.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6881. [C4036]

1956 Studebaker 6-cylinder Farina type saloon, 11,000 miles, radio, heater, overdrive, right-hand drive; £1,195.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6881. [C4036/R]

Studebaker Cars Wanted
THE Studebaker buyers.—See under American Cars.

SIMPSON'S—Web. 8691/3903/4422. [W4015]

SUNBEAM

ROOTES

HAVE

available a range of Sunbeam cars of very low mileage.
LONDON, W.1.

DEVONSHIRE House, Piccadilly.

GRO. 3401.

BIRMINGHAM, 2.

LOWER Temple St.

CEN. 8411.

MANCHESTER, 2.

129, Deansgate.

BLA. 6677.

CAR MART, Ltd.

OFFER with 6 months' guarantee:—

£965—Sunbeam saloon, Mark II, sliding head, overdrive, reg. 957.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

JACK SMITH offers:—
1955 (October) Sunbeam Mk. III, grey/blue, radio, heater, overdrive, nominal mileage, excellent condition; £725.—23, Bruton Place, Berkeley Square, London, W.1. Mayfair 0661. [C4062]

J. DAVY, Ltd., Rootes agent.
1955 Sunbeam III saloon, one owner, radio, heater, many extras; £895.
68, North Row, Park Lane, W.1. Hyde 2311. [C1069]

H. BEART & Co., Ltd., offer:—
1956 Sunbeam Mark III saloon, duo grey/maroon, fitted overdrive, low mileage; £825.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3346. [C1081]

WARWICK WRIGHT, Ltd., offer:—
1957 Sunbeam Mark III saloon, grey, grey upholstery, radio and heater, 2,000 miles; £1,050.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

1955 Mk. III saloon, grey, radio, heater, taxed, 35,000 miles; £625.—Ing's Garages, Maidenhead 2149. [C2119]

SUNBEAM

1955 Sunbeam Mk. III coupe, all extras; £725.
 —Maurice J. Bevins, Churston House, Petersfinger, Salisbury 4805. [C5229]

1955 model Sunbeam Mk. III saloon, one titled owner; exceptional condition; £725.—H. E. Griffin Motors, Ltd., Haywards Heath 395. [C4912]

1955 model Sunbeam Mark III convertible, overdrive, drive, heater, low mileage, Mich. X; £735.—Telworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4061]

1957 Sunbeam Mk. III 2½-litre saloon, burgundy and grey/grey interior, overdrive, heater, sliding roof, etc., immaculate; 3 months' guarantee; £955.

CARKE & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [C1159]

1955 (model) Sunbeam Mark III convertible, overdrive, drive, heater, etc., carefully used and in immaculate condition, 3 months written guarantee; £775.

1955 (model) Sunbeam Mark III saloon, one owner, grey with red upholstery, supplied and serviced by us since new, heater, etc., moderate mileage, supervisory condition, 3 months written guarantee; our price only £795.

1957 Sunbeam Mark III saloon, claret and beige, overdrive, heater, etc., as new condition, guaranteed mileage only 10,000, serviced by us since new; compare our price, 3 months written guarantee and a bargain at £875.

W. H. A. & Co., Ltd., 7-8, Woodbridge Rd., Guildford, Surrey. Tel. Guildford 2885. [C5869]

£745!!!—1955 Sunbeam convertible, one owner since new, speedometer reading under 20,000 could be believed as this vehicle is so immaculate, choice of 2, both outstanding.

LAMBS OF WOOD GREEN, (Established 1897).—100 cars; 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 9222. [C2052]

1955 Sunbeam series III convertible, overdrive, heater, most beautiful condition; £795.—Portera Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. Hampstead 964. [C3111]

1955 (model) Sunbeam Mark III saloon, in grey/red leather, fitted overdrive, heater, etc., one owner, nice condition; £725.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

1956 series (12/10/55) Sunbeam Mk. III saloon, grey/claret, grey leather interior, one owner only, 11,000 miles guaranteed; fitted overdrive, radio, heater, loose covers, wing mirrors and turbo discs, spare unused, and original tyres show very little sign of wear; the general appearance of this car gives the impression of a considerably lower mileage; price £870.

CRESTA GARAGE, Groby Rd., Leicester, Leicester-shire. Tel. Anstey 2225-6. [C5561]

ROWLAND SMITH'S the Sunbeam buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4016/R]

URGENTLY required, 1947/57 Sunbeam.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

SUNBEAM ALPINE

MAC MOTORS (SURREYTON) offer:

1953 Sunbeam Alpine, light blue, radio, heater, many extras; one owner, superb condition; £575.—Elmbridge 3974. [C3139]

1954 (Oct.) Alpine, very low mileage, heater, turbo discs, washers, spots, beautiful condition; £695.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4061]

TANKARD & SMITH, Ltd., offer:—1953/4 Sunbeam Alpine, red/red with black hood, most attractive car, low mileage, fitted with heater, radio, tonneau cover and many other extras; £645.—194-196, Kings Rd., Chelsea, London, S.W.3. Tel. Fitzman 4901. [C4025]

1954 (Nov.) Sunbeam Alpine, red with fawn upholstery, rev counter, 22,000 miles recorded, just been decarbonised, in absolutely spotless and immaculate condition; £660.—Richards Automobiles, Ltd., 320, Harrow Rd., Wembley, Middx. Wembley 6569. [C6086]

SUNBEAM RAPIER

BOON & PORTER Ltd.

1957 Sunbeam Rapier, overdrive, radio, heater, duotone finish, one owner, 20,000; £795.
CASTELNAU, S.W.13 (nr. Hammersmith Bridge). Riv. 4444. [C1022]

J. DAVY, Ltd., Rootes agent.

1958 27,000 miles, as new throughout, at £150 saving; £965.

180—184, Kensington High St., W.8. Wes 7181. [C1069]

1957 Sunbeam Rapier convertible, one owner, 23,000 miles, as new throughout, at £150 saving; £965.

1958 Sunbeam Rapier Mk. II convertible, grey/red, htr. overdrive; £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

JAMES SPENCER, Ltd., offer:—

1956 Sunbeam Rapier saloon, 7,000 miles only, fitted heater, overdrive, rev counter, turbo discs, etc., finished in beige and grey with grey colour interior; probably one of the finest examples of this very popular model; £835.

JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Bex. 4263/4209. [C4134]

COMPTON & FULLER, Ltd., offer:—

1956 (July) Rapier, overdrive, heater, radio; £745.—Elmers End, Beckenham. Bec. 357. [C1110]

SUNBEAM Rapier 1956, one local owner, radio, heater, clock and other extras; £785.
E. HARPER, Ltd., London Rd., Stevenage, Herts. Tel. Stev. 700. [C5944]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM RAPIER

1956 Sunbeam Rapier, in two-tone colour, overdrive and heater, £765.—Baldwins Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [C367]

1958 Sunbeam Rapier saloon, series II (current model) overdrive, heater, etc., guaranteed mileage only 7,000, serviced by us since new, 3 months written guarantee: £1,125, or offer. A. GRAY & Co., Ltd., 7-8, Woodbridge Rd., Guildford, Surrey. Tel. Guildford 2885. [C367]

1956 Sunbeam Rapier saloon, in honey beige and pearl grey, fitted with many extras, a beautiful car; £835.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161. [C364]

NOVEMBER '57, 6,000 miles, radio, heater, spot lamps, badge bar, undersealed, clock, new rear counter, screenwashers, overdrive, wing mirrors, red and white; £525.—Johnson & Brown, 265-270, High St., Bromley, Ravensbourne 8841. [C307]

1958 Sunbeam Rapier convertible, finished in moonstone and morocco, fitted overdrive, radio and all possible extras, original cost £1,210, 6,000 miles only, taxed year, now offered at £975, exchanges and hire purchase terms welcomed.—Saunders Abbott, Ltd., 1, Wickham Rd., Beckenham, Kent, Beckenham 7276. [C626]

Sunbeam Rapier Cars Wanted

RAPIER saloon required, nearly new, consider convertible; cash payment.—81, Airedale Rd., Winchester. [W4087]

ROWLAND SMITH'S, the Rapier buyers; highest cash prices.—Hamstead High St., N.W.5, Ham. 6041. [W4018/R]

CAREFULLY used convertible required immediately, cash purchase; state extras, colour and reason for sale.—Barton, Taychregan Hotel, West Ferry, Dundee. [C5970]

SUNBEAM-TALBOT

LEX

THE DOME.

'52 Sunbeam-Talbot 90 convertible, bronze with new red hood, one owner, heater; £495. [C3137]

FOUR months' warranty. [C3137]

LEX GARAGES, Ltd., Great West Rd., Brentford, Middx, Ealing 2271. [S577]

E.L.M. AUTOSALES (MORDEN) offer:—

1950 Sunbeam-Talbot 80 12hp saloon, black, tawn leather, heater, reconditioned engine last year; £450.—28-30, Abbotsbury Rd., Morden, Tel. Mitcham 7122. [C3022]

SEE Noel Roscoe, Ltd., Showroom Window on page 46. [C3137]

SUNBEAM-TALBOT 1953, 23,000 miles, blue, as new; £625. [C3137]

G.E. HARPER, Ltd., London Rd., Stevenage, Herts. [S5943]

1952 Sunbeam-Talbot coupe, recolloured, new hood, heater; £485; terms.—3, Reynolds Ave., Chadwell Heath, Essex. Seven Kings 6929. [S5816]

1954 Sunbeam-Talbot Mk. IIa, grey, heater and other extras, June, exceptional condition, two owners; £515. [C3137]

FREEMAN, Ltd., Grosvenor Garage, Burnage A Lane, Levenshulme, Manchester, 13. Rusholme 2874. [C2111]

1951 (Oct.) Mk. II saloon, black but slightly shaggy around edges, sliding head, covers, available mid-September. Welwyn; £460.—Box 5986. [C3137]

1955 Sunbeam-Talbot coupe, colour mist blue with deep red leather, 24,000 miles, chrome, a later car; £570, a bargain; h.p. arranged.—McCracken, 10, Cathcart St., Ayr. [C6091]

'6355—1954 Sunbeam-Talbot 90 convertible, specimen condition, would pass for 1957 model, choice 2, also choice impeccable saloon, only one owner since new and most carefully used. [C3137]

'499—1951 Sunbeam-Talbot 90 convertible Mark II, only one owner since new, speedometer records 26,000, the whole vehicle just as you would like it to be; choice 2; choice also 2 convertibles. [C3137]

'435—1950/1 Sunbeam-Talbot 90, not the usual worn out but beauty in 1956 condition, choice in all 7 Sunbeam-Talbots; finest selection in London. [C3137]

LAMBS OF WOOD GREEN. (Established 1897).—100 cars; 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

1953 Sunbeam-Talbot 90 coupe, two-tone, dark blue/grey, heater, twin spots, wing mirrors, first-class condition; £555.—Maida Vale 4301. [C6019]

1952 Sunbeam-Talbot 90, black with red interior, extras fitted include radio and heater, appearance and performance consistent with latest model, bumper and overriders re-chromed, gear box extensively overhauled and tyres replaced; £495. [C3137]

VICTORIA CAR SALES, Ltd., Verulam Road, St. Albans. Tel. 56011. [S5844]

345—Sunbeam-Talbot late 1950 10hp sports saloon, bronze, sliding head, red leather, very good condition; written guarantee; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

'5455—1951 Mark IIA Sunbeam-Talbot 90 sports saloon, June 1953, sparkling condition and most outstanding mechanically; beautifully maintained coachwork in two tone green, engine fully checked over and serviced, all extras, radio, heater, washers and wing mirrors. [C3137]

MILLWOOD MOTORS, 559/571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m. [C2108]

SUNBEAM-TALBOT Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Talbot buyers; highest cash prices.—Hamstead High St., N.W.5, Ham. 6041. [W4018/R]

SUNBEAM MISCELLANEOUS

CAMDEN MOTORS for Sunbeam-Talbot, Rapier and Alpine, see selection from our stock on full-page advert., page 40 of this issue. [C3015]

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. terms, exchanges. [C3015]

SWALLOW DORETTI

1955 model Swallow Doretti, finished in red, black leather interior, fitted heater, overdrive, seat covers, spotlight low mileage, beautiful condition, economical fast motoring; £665.—Clubbman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3683. [C1161]

TALBOT

1938 Talbot sports 4-seater, cream, red seats, very smart; £135.—Smith & Hunter, 876, Kensington High St., W.14. Western 2312. [C4018]

JOHN BLAND for spares and repairs to pre-war Talbots, 27, Southfields Rd., S.W.18. Vandyke 1812. [C3008/R]

TRIUMPH

L. P. DOVE, Ltd., offer:—

1958 TR3A, wire wheels, heater, primrose; £965. [C3137]

1955 TR2, white, red leather, extras; £635. [C3137]

1954 TR2, metallic grey, overdrive, heater, wire wheels; £595. [C3137]

1954 TR2, red; £495.—L. P. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3458. [C1077]

FRANK DALE, Ltd., offers:—

TRIUMPH Renown 2000 sin., 30,000 miles, indistinguishable from new, Concours condition, taxed December, offered at realistic price.—54, Bathurst Mews, Sussex Place, W.2. Ambassador 6576. [C6067]

ENGINES RECONDITIONED, Ltd., offer:—

1949 Triumph Renown 2000, saloon, in excellent order; £295.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2076]

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Triumph TR3, 8,000 miles only, overdrive, exceptional condition; £795. [C3137]

1955 Triumph TR2, most carefully used; £595. [C3137]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

TANKARD & SMITH, Ltd. (Tottenham) offer:—

1953 Triumph Mayflower, black and grey/red trim, outstanding condition; £375.—226-232, 246-248, High Rd., London, N.15. Tot. 0415. [C6029]

1955 Triumph TR2, signal red, low mileage, superb condition; £575. [C3137]

1954 Triumph Renown, beautiful black low-mileage car, one owner, heater; £450. [C3137]

PREMIER MOTORS, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3043]

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041]

ST. MARGARET'S MOTORS, Ltd., specialists in used TR3s and only TR3s offer:—

1957 (June) TR3, disc brakes, radio, heater, occasional extras, tonneau, 13,000 miles, one owner, taxed year, red, brown interior; £795. [C3137]

SHOWROOMS open until 10 p.m. (h.p. Sundays)—91-95, St. Margaret's Rd., Twickenham, Middx. Tel. Popsgrave 3075. [C4126]

1956 Triumph TR3 with hard and soft tops, 19,000 miles, beautiful car; £625. [C3137]

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C3137]

'375—1952 Triumph Renown.—Offord, 67, George St., W.1. Welbeck 6899. [C3115]

1956 Triumph TR3 hard top, immaculate; £725.—Robbins, East Putney. Tel. 7881. [C3010]

1946 Triumph Roadster, excellent condition, £300, h.p. terms available.—Tel. Harefield 3255. [S5962]

1952 Triumph Mayflower, excellent condition; £360.—7, Grosvenor Park, Bath. Tel. 4335. [S5055]

TR3, 5,000 miles, one owner, disc brakes, many extras; £555.—Baill Roy, Ltd., 181, Great Portland St., W.1. Langham 7725. [C3062]

1955 TR2, red, beautiful condition throughout, taxed, h.p. arranged; £600.—St. Albans 57714. [S5972]

1955 TR2, green, red leather, heater, Michelin X, spot, badge bar, taxed, genuine car; £535.—Harold Hamblin (Cars), Ltd., Basingstoke. Tel. 19. [C2143]

545—Triumph TR2 1954 super sports 2-seater, overdrive, heater, excellent condition; written guarantee; choice of 5 terms, exchanges.—Rowland Smith, below. [C4018]

275—Triumph 2000 1949 Roadster coupe, cream, red leather, seat covers, twin headlights, wing mirrors, F.V.C. hood; choice of 4 terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1947 (August) Triumph roadster coupe, ivory, red hood, spotless condition; £345, exchanges, terms.—Bray Motors, 180-184, West End Lane, S.W.6. Hampstead 6490. [C1024]

1956 (Aug.) Triumph TR3 sports, heater, red, only 12,000 miles by sporting but careful owner, driver, never raced or rallied; £665.—Euston 7989, Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3093]

JACK ROSE, Ltd., offer 1955 (October) TR2 sports 2-4-seater, in red, almost unmarked condition, many extras; accept; £525.—Slafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

AZ MOTORS offer 1951 Mayflower drop head A coupe, radio, heater, one owner, unusually low mileage; £410.—1951 Renown razor-edge; £365.—Palmerston Rd., N.W.5. Mal. 4723. [C1011]

'535—1955 TR2, wire wheels, heater, excellent throughout, no competitors.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2620. [S5622]

1957 TR3, open sports, red, heater, occasional seat and hard top, 5,000 miles only, one owner; £800.—Fullers of Coombe, Kingston By-pass, S.W.20. Malden 366-7. [C2115]

1954 TR2, red/grey hide, overdrive, radio, heater, screenwashers, fitted wire wheels with Michelin Xs, one owner; £545.—Central Basingstoke Motors, Ltd., Brook St., Basingstoke. Tel. 2468. [C1157]

TRIUMPH

1955 TR2, excellent condition, one owner, many extras incl. overdrive, first offer over £550 secures, owner going abroad.—Compton, 138, High St., Southend. [S5851]

1951 Triumph Renown razor-edge saloon, genuine immaculate condition, any inspection; £380.—O. P. (Baltham), Ltd., 2c, Baltham Hill, A.W.12. (100 yds Clapham South Tube.) Batt. 1107. [C3004]

'545—1955 Triumph TR2, ivory/blue, leather, Michelin, first-class condition, terms, exchanges.—The Woodbridge Garage, 33, Woodbridge Rd., Guildford, Surrey. Tel. 5466. [S5864]

1957 Triumph TR3, 6,000 miles only, fitted with overdrive and disc brakes and Michelin X tyres, one owner, colour ivory; £795.—John Gray, 90, Hermitage Lane, Childs Hill, N.W.2. Speedwell 1546. [C3026]

TRIUMPH Mayflower: an exceptional specimen in black seat covers, heater, radiator muff, rim-trims; £455; exchanges, cars motor cycles, h.p. terms; your existing account settled if you wish.—Slocombe, Ltd., Willesden 3934 and 4869. [C4017]

AUTOMOBILIA, Ltd., TR2 specialists, offer:—1956 TR2 super sports 2-seater, black, red leather, radio, twin Marchals screenwashers, wire mirrors, one owner, low mileage, excellent condition; £695; also 1956 TR3, ivory, black, hardtop, £725; and a 1954 2-seater, £375.—Plough Corner Garage, Byfleet. [C1148]

'635—1955 TR2, disc brakes, overdrive, Michelin X, oil cooler, gas-flowed cylinder head, Leyland crank, Komori shock absorbers, His carburettor, anti-roll bar, tonneau cover, absolutely perfect mechanical condition and open to any inspection whatever.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2620. [S5622]

'398—Triumph Mayflower 1953 series, magnificent example, tyres as new, spot, leather, extra careful owner, must be seen; choice of 2; many others; we welcome A.A. or R.A.C. exams; hire purchase, h.p. or cash settled from 10 deposits, balance 15, 18 or 24 months to pay; delivery anywhere if required; cash waiting for your car, if you wish to sell.—1, Clarendon Rd., Tel. 5066-7, 9 a.m. to 4 p.m. Monday to Saturday, (50 yds Holland Park Tube). [C1017]

Triumph Cars Wanted

ROWLAND SMITH'S, the Triumph buyers; highest cash prices.—Hamstead High St., N.W.5, Ham. 6041. [W4018/R]

TRIUMPH Spares and Service

spare for all post-war models; largest provincial stockists.—Hollinrake Automobile Co. Ltd., Stockport (Tel. 4466) and Prince's Drive, Colwyn Bay (Tel. 3322). [S5555/R]

UNICAR

MPHW SALES, Ltd., Bubble and Miniature car specialists; New and Used for immediate delivery; call 25, Piccadilly, Gerrard 6055, 166, Holland Park Ave. (just by Shepherds Bush Green), 67, Goldsworth Rd. Woking 5351. [S542/R]

UTILITY CARS

FRANK DALE, Ltd., offers:—

20/25hp 4-door shooting brake, coachbuilt, finished natural oak, h.p. terms; Royce, 7 seats; £425.—54, Bathurst Mews, Sussex Place, W.2. Ambassador 6576. [C6071]

ROWLAND SMITH'S for utilities.

495—Standard Vanguard 1955 phase II 4-door 6-seater estate car, heater. [C3115]

395—Hillman Husky 1955, golden sand, red interior, wing mirrors. [C3115]

345—Hillman Husky 1950 phase IV estate car, duo-grey, leather, heater, exceptional. [C3115]

245—Standard Vanguard, Dec. 1949 4-door 6-seater estate car, leather. [C3115]

245—Lea Francis 14, Nov. 1948 4-door estate car, natural hardwood, brown leather, excellent condition; written guarantee over £500, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

WARWICK WRIGHT, Ltd., offer:—

1957 Hillman Husky double duty, 2-tone grey, red upholstery, 11,000 miles; £550. [C3115]

1957 Hillman estate car, grey, red upholstery, radio and heater, 10,000 miles; £645. [C3115]

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

HENLYS offer with 4 months' guarantee:—

1955 Hillman Husky, heater, grey with red interior; £445. [C3115]

1955 Morris Minor Traveller car, one owner, blue with red interior; £575. [C3115]

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost oppositeuston Station), Euston 1966. [C6051]

TANKARD & SMITH, Ltd. (Tottenham) offer:—

1956 series Morris Oxford Traveller's car, Empire green, matching leather, heater, one owner, 22,000 miles, unmarked; £665.—226-232, 246-248, High Rd., London, N.15. Tot. 0415. [C6030]

1956 Ford Squire, green, radio, heater; £575. [C3115]

1953 Morris Oxford Traveller, grey, heater, under-sealed, one owner; £495.—Campbell Symonds, Wembley 6262. [C1037]

'645—1956 Morris Oxford Traveller, one owner, 20,000 miles, just like brand new. [C3115]

LAMBS OF WOOD GREEN. (Established 1897).—100 cars; 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

CAMDEN MOTORS specialists in Estate cars and Utilities, 30 models available, this weeks specially selected vehicle. [C3015]

BORGWARD 700cc 12-seater Estate car, 1965, finished in blue, fully upholstered seats in blue vinyl, interior heater, luggage rack and other extras, very smart appearance, one owner since new, amazingly good on petrol, only wants seeing at the very competitive price of £395, 450 other cars available. Write for fully descriptive price catalogue. [C3015]

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. terms, exchanges. [C3015]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

1953 Hillman Estate car, 1 owner; £359.—F00.
4375. [5907]

£310—1955 Bedford Workabus, one local owner, distributor maintained; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053]

1956 (December) Ford Zodiac Farham estate car, 21,000 miles, blue/grey, many extras; £925.—D. Abbott, Ltd., Farham, Surrey. Telephone 6282. [C1135]

G&M ALFRED'S (1936). Ltd.—1955 Morris Minor genuine Dormobile, B.M.O. guarantee, fuller details—6-7, Warren St., W.1. Euston 3268. [C1005]

ROY'S AUTOMOBILES, Ltd. offer: 1955 Land Rover estate, £465; 1956 Hillman Husky, £445; 1955 and 1956 A30 Countryman type estates from £85; all above average condition—127, Parkway, Regents Park, N.W.1. Euston 2700/8994. [C3059]

AZ MOTORS offer 1957 Morris 1100 Minibus utility, bargain offer, £295; 1952 Vanguard; 1951 1951 Oxford, £251. Also 1955 Minx estate car, one owner, heater, engine just overhauled, £251; Also 1951 Commer estate car, beautiful order, £215.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1957 Standard Sportsman estate car; this is a one off car made by Standards and is a Vanguard estate car fitted with two carburettor sportsman engine, overdrive, 15x6.40 tyres and many extras; it has a sportsman radiator assembly and is in immaculate condition: £925.

FRANK WATSON (CROYDON), Ltd., Thornton Rd., Thornton Heath 4221. [C050]

RLH MOTORS, Ltd. offer the following good estate cars: 1955 Bedford, £385; 1953 Bedford, £285; 1952 Vanguard, radio, heater, £385; 1951 Hillman Commer, £265; 1951 A40 Countryman, £265; 1955 Thames Anglia estate, £395; 1959 Anglia, £455—501-509, Kings Rd., S.W.6. Remond 4492/6647. [C3125]

!!! Pedigree Estate Cars always hold a very large stock of Morris taxis, Hillman Minx and Husky estates, Humber Hawk estate, Standard Vanguard and Companions, Borgward Kombi Isabella estates, etc.; look in classified columns for further details; all types of vehicles taken in part exchanges.—Euston 7869, Pedigree Estate Cars, 340 Euston Rd., N.W.1. [C3093]

Utility Cars Wanted

ESTATE CARS, utility specialists: best buyers of estate cars.—Prospect 7649. [C240/R]

ROWLAND SMITH'S, the Utility car buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

AUSTIN Omnicoach required in exchange for Bedford Kenner Aristocrat, adjustment.—Write, 15, Whinny Hill, Caterick Camp. [5985]

MINOR Travellers, Hillman and Vanguard estate cars, A30, A40 and A70 Countryman, and shooting brakes required.—Putney 2276-7, 221, Upper Richmond Rd., Putney. [C1013/R]

ESTATE CARS, Ltd., the Utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—441, Upper Richmond Rd. West, S.W.14. Prospect 7648-9. [C0010/R]

VAUXHALL VICTOR

KJ MOTORS, Ltd. offer:—

£695—1958 series Victor Super, laurel green, 3,000 miles, as new.

£750—1958 (July) Victor Super, horizon blue and white, radio, heater, wing mirrors, 1,300 miles, as new.

KJ MOTORS, Ltd., Bromley, Ravensbourne 3456. [5923]

GUY SALMON AUTOMOBILES offer:—

1957 Vauxhall Victor Super saloon, heater, rim trims and many other extras, property of an enthusiastic owner, immaculate condition, total mileage 8,000, licensed to December, whole car as new; £675.

1957 Vauxhall Victor Super saloon, crouch yellow, 8,000 miles, indistinguishable from new; £635.—Portsmouth Rd., Thames Ditton, Emmerbrook 5551-2-3. [C4001]

1958 Vauxhall Victor Super, black and red, 1,000 miles; £695.

H POPE & SONS, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [5913]

1958 Victor Super (regd. Aug.), works mileage: £725.—Pal. 1878. [5939]

1957 Vauxhall Victor Super, black, heater, fog-lamp, Screenclean, 10,000 miles; £665.

H POPE & SONS, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [5912]

1957 (Oct.) Victor Super, 10,000 miles, charcoal grey; must sell; £595.—Orpington 25447. [5944]

1957 Vauxhall Victor, heater and extras, one owner, £650.—Robbins, East Putney, Tel. 7861. [C3010]

JACK ROSE, Ltd. offer 1957 Victor Super, in red, 9,000 miles, almost unmarked; £625.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

1958 Victor Super saloons, low mileage, extras, choice of colours from £720.—Benhill Motors, High St., Sutton, Surrey. Vigilant 8192. [C1140]

1957 saloon, heater, one owner, 8,000 miles, quality tested, guarantee.—E. J. Baker (Dorking) Ltd., 273, London Rd., Staines 4211. [5724]

1957 (June) Vauxhall Victor Super, green, extras; £665.—Rawlings, Tudor Garage, Ltd., 829-831, Fulham Rd., S.W.6. Remond 2281. [C4132]

1958 Vauxhall Victor estate car, primrose and grey with blue upholstery, one owner, 5,000 miles only, as new.—P. Blamire, Queens Road Garage, Coventry. Tel. 25424. [6049]

1957 (July) Vauxhall Victor saloon, dark blue, heater and extras, total mileage 8,000, one private owner, taxed year, condition as new; written guarantee; £645.

A LITWOOD GARAGE, Litwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107]

1957 (Oct.) Vauxhall Victor Super, horizon blue, heater, fog lamps and other extras, under 1,000 miles, £695.—Colville, Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fremantle 6373. [5954]

VAUXHALL WYVERN

KJ MOTORS, Ltd. offer:—

£650—1957 series Wyvern saloon, grey and red, heater, one owner, excellent.

£595—1956 series Wyvern saloon, black and red, heater, one owner, excellent.

KJ MOTORS, Ltd., Bromley, Ravensbourne 3456. [5924]

RUSSELL MOTORS offer:—

1955 (August) Vauxhall Wyvern, 21,000, exceptional condition, any trial; £510.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. [C3060]

ERIC HAYES, Ltd., offer:—

1954 Wyvern, one owner, excellent tyres, 28,000 miles; £455.—13, Bishop's Bridge Rd. W.2. Ambassador 8266. [C2033]

HENLYS offer with 4 months' guarantee:—

1955 model Vauxhall Wyvern saloon, black with red interior; £565.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [6109]

COLINDALE SERVICE STATION offer:—

1954 Vauxhall Wyvern saloon, black coachwork, completely unmarked, leather interior, as new, heater, one owner only, maintained regardless of cost; £465.—153-159, Edgware Rd., N.W.9. Tel. Colindale 6122. [C1166]

1954 Wyvern, grey, 19,000 only; £475.—Pal. 1878. [5941]

1956 black, heater, carefully serviced; £605.—Campbell Symonds, Wembley 6262. [C1087]

£549—1955/56 Wyvern saloon de luxe, 21,000 miles, one owner, specimen, choice 2.

£666—1955/56 Wyvern saloon de luxe, 14,000 miles, grey cellulose unmarked.

LAMBS OF WOOD GREEN (Established 1897)—100 cars; 3 months' written guarantee; exchanges; hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052]

1956 Wyvern, black, heater, new engine 3,000 miles; £585.—Pal. 1878. [C3028]

1956 Wyvern, silver straw, £610.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1955 (Jan.) Vauxhall Wyvern saloon, 28,000 miles, one owner; £525.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

1956 Vauxhall Wyvern, one owner, silver straw, licensed; £525.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. [C1062]

1956 Vauxhall Wyvern, maroon, 22,000 miles, heater, one owner; £615.—Western Motor Works (Chislehurst), Footscray 1122. [C4127]

1954 (June) Wyvern saloon, green, heater, one owner; £445.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swl. 4441. [C4067]

1951 Vauxhall Wyvern, black, sound family car; £275.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1956 saloons, choice of colours, extras, quality tested guarantee; from £585.—E. J. Baker (Dorking), Ltd., 273, London Rd., Staines 4211. [5723]

1954 Wyvern saloon, heater, new engine, magneto, guaranteed; £425, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4078]

1956 Vauxhall Wyvern saloon, one owner, blue Windovers, Ltd. The Hyde, Hendon. Colindale 4051. [C4118]

1955 Vauxhall Wyvern, heater, sunvisor, moderate mileage, £535, exchanges, cars, motorcycles, H.P. terms, your existing account settled if you wish.—Slocumbes, Ltd., Willesden 4869 & 3934. [C4017]

1957 Wyvern de luxe saloon, low mileage, one owner, guaranteed; £635; terms, exchanges, H.P. terms, your existing account settled if you wish.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]

1956 (model) Vauxhall Wyvern, heater, one owner since new, recorded mileage 14,000; choice of 2 from £595.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 6000. [C121]

1955 small mileage, immaculate; £510; distance no object; terms and exchanges; open week-ends.—Ann Street Motors, Worthing 8405. [C1176]

1949 Vauxhall Wyvern saloon, black with grey upholstery, extras, loose covers, fog lamp, excellent condition throughout; £290.—John Caydon, Ltd., East Horsley, Tel. 400. [C1173]

VAUXHALL VELOX

1955 Vauxhall Velox, black, heater, radio, etc.; £530.

H POPE & SONS, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [5916]

1957 Vauxhall Velox, radio, heater, one owner, moderate mileage, excellent condition; £725.

P. DOVE (C.V. Ltd.), 96, Lower Addiscombe Rd., Croydon. Ad. 7131. [6006]

1956 Vauxhall Velox, Empress blue, heater, radio, etc.; £600.

H POPE & SONS, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [5915]

1956 Vauxhall Velox, maroon, radio and heater, taxed to Dec. £625.

H POPE & SONS, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [5911]

1953 Vauxhall Velox saloon, fitted heater and in FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2006]

'58 Vauxhall Velox, blue, heater, wing mirrors, taxed for year, one owner, 3,000 miles; £595.

G & S OSGROVE & Co., Ltd., Dominion House, Castle Boulevard, Nottingham, Tel. 45024. [5948]

1953 (Oct.) Vauxhall Velox saloon, 7,430 miles, one owner; £525.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]

1952 Vauxhall Velox saloon with heater, gleaming pale green cellulose, white walls, etc.; £399, exchanges, terms.—Bray Motors, 180-184, West End Lane, S.W.6. Hampstead 6490. [C1024]

VAUXHALL VELOX

!!! 1952 Vauxhall Velox, lift-up bonnet, heater, 2-tone paint; £325.—Euston 7869, Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3093]

VAUXHALL Velox, black, one owner, 20,000 miles; £595.—Stratstone, 40, Berkeley St., W.1. May. [C4022]

1956 (March) Velox, 25,000 miles, black; £575.—One, Lamballe Place, N.W.3. Hampstead 6069. [C1222]

1950 Velox, heater, radio, in very good condition; £339.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0048. [C1121]

1949 model Velox, black, mechanically good; £280.—The Black Horse Garage, 174-176, Sheen Rd., Richmond 6441. [C1118]

1956 Velox, black, htr., (3 months guarantee); £615.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2006]

1956 Velox, dark red, loose covers, 23,000 miles, quality tested guarantee; £625.—E. J. Baker (Dorking), Ltd., 273, London Rd., Staines 4211. [5722]

1956 Vauxhall Velox, silver straw, heater, 27,000 miles; this car is fitted with disabled driver's controls.—Full details and special terms from Ewins Garage, The Cross, Banbury. Tel. 3551. [C1146]

1958 new model Velox, under 1,500 miles, Wedge-marked; £590.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1130. [5794]

£529—1955 Vauxhall Velox de luxe saloon, grey cellulose unmarked, 3 owners only, speedometer records 31,000, vehicle looks and runs like new; choice 2.

£425—1952 Vauxhall Velox de luxe saloon, spot-new tyres, choice 2.

LAMBS OF WOOD GREEN (Established 1897); 100 cars; 3 months' written guarantee; exchanges; hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052]

1955 (Oct.) Vauxhall Velox, 1956 features, maroon, £565.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fremantle 6373. [5875]

UNIQUE opportunity to purchase a virtually brand new car.—1958 Vauxhall Velox saloon, genuine 1,200 miles, just under three months old with heater, black, red trim, this car cost the late owner over £1,000 a few weeks ago, now offered with makers guarantee endorsed at unrepeatable figure of £875.

HILLWOOD MOTORS, 559/571, Woodway Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232; showrooms open until 8 p.m. [C2108]

VAUXHALL CRESTA

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1956 Vauxhall Cresta, black, radio, heater; £655; hire purchase facilities available.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

A1 1955 model Vauxhall Cresta saloon, grey, interior to match; £550.

W J BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

JAMES SPENCER, Ltd. offer:—

1958 Vauxhall Cresta saloon, finished in dual grey with red and black interior; first registered July 1958; works mileage only; unrepeatable at £1,065.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Bex. 4253/4205. [C4134]

COMPTON & FULLER, Ltd. offer:—

1957 Vauxhall Cresta, one meticulous owner, every conceivable extra, as new; £725.—Elmers End, Beckenham. Bec. 3570. [C1110]

1956 Vauxhall Cresta, many extras; £595.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4461, 6686. [C1036]

1955 Vauxhall Cresta saloon, one owner, black with red and cream interior; £595.

PASS & OYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

1956-7 Cresta, r. & h. small mileage, as new; £675.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

1955 model Vauxhall Cresta, lovely 2-tone, heater, many extras; £495.

PREMIER MOTORS, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3083]

VAUXHALL Cresta, 1956 (May), 1,300 miles, rose and grey; £1,000.—Tel. Sheerness 2901. [5959]

1955 grey, one careful owner, 21,173 miles; £605.—Campbell Symonds, Wembley 6262. [C1087]

CRESTA works mileage, list price.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0048. [C1121]

1956 Vauxhall Cresta, ivory and black/blue, in immaculate condition; £645.—Oxshott 41. [5432]

OCT. 1956 ('57 model) Vauxhall Cresta, dawn grey, 18,000 miles, radio and exterior sun visor, immaculate condition; £740.

H POPE & SONS, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [5910]

1956 model Vauxhall Cresta, immaculate, 10,000 miles only, one owner, extras; £650.—Modern Service Garage, Wimbledon 5185. [6056]

1955 Vauxhall Cresta, black, radio, heater, w/w tyres, twin spots; £535.—Maida Vale 4801. After 6.30, Gladstone 4533. [6017]

£589—Vauxhall Velox Cresta, 1956 with full Cresta bodywork features, 2 colours, specimen condition, wonderful value, choice also 2 others.

LAMBS OF WOOD GREEN (Established 1897)—100 cars; 3 months' written guarantee; exchanges; hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052]

1957 model Cresta, black/Dover white, under 15,000 miles, one owner, several extras; £700.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1130. [5795]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL CRESTA

1955 Vauxhall Cresta saloon in grey and ivory with blue and ivory leather upholstery, radio and heater, usual Cresta extras, immaculate throughout, moderate mileage; £575.
HILLWOOD MOTORS, 559/571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4252; show-rooms open until 8 p.m. [C2108]

1955 Vauxhall Cresta, extremely smart car, all the extras including radio, twin spot lights and whitewall tyres; £495.—Anthony R. Hill, Ltd., Empress Archway Rd., Leagrave, Beds. Luton 51515. [C2142]

Nearly new Cresta saloon required; consider Velox, not black.—81, Alresford Rd., Winchester. [W4087]

Almost new Cresta required immediately.—Morley, 76, Cambridge Rd., Kingston. [W3016]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328.

112 and 114, Wardour St., W.1. Gerrard 4343.

AND Western Ave., W.3. Acorn 4641. [0117/R]

"AUTORAMA" for Vauxhalls; consult us for genuine used car value.

GRAHAM BROS. (MOTORS), Ltd., The Autorama, 799-835, Chester Rd., Stretford. (Traord 3511.) [0283/R]

Vauxhall Miscellaneous Cars Wanted

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328.

AND Western Ave., W.3. Acorn 4641. [0118/R]

ROWLAND SMITH'S the Vauxhall buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

VAUXHALL cars, post-war models urgently required.—Golly's Garages, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R]

VETERAN CARS

WELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 cars. [C4070]

1906 De-Dion Bouton 8hp. dated VCC, perfect, original condition throughout; £365 or exchange.—Box 7950. [5756]

Veteran Cars Wanted

PRE 1916, any condition, will collect anywhere.—C. Arnold, 8, Homestead Way, Northampton. [5440]

VINTAGE CARS

1926 5-litre Sunbeam (twin cam) tourer, colour B.R.G., in first-class condition in every way.

1936 Talbot 105 shortened chassis 2-seater, colour B.R.G., suitable club competition events, in first-class condition.

APPROXIMATELY £1,500 spent on these cars during the last few years, large quantity of spares available for both cars, offers in the region of £500 for the two or would consider separating any trial to really interested customer.—Barley Mow Engineering Ltd., Betchworth, Surrey. Tel. 2123. [5753]

1922 Morris Cowley (bullnose), completely restored as original, mechanically sound; £160 o.n.o.—Box 7991. [5757]

VOLKSWAGEN

ECL (February) Microbus de luxe, 8-seater, sun roof, under 5,000 miles, absolutely indistinguishable from new; £1,195.

1957 model Standard saloon, one owner, nominal mileage, excellent condition throughout; £485.

1955 de luxe, black, nominal mileage, carefully maintained; £525.

1955 de luxe sun-roof saloon, moderate mileage, excellent condition throughout; £540.

EUROPEAN CARS, Ltd., 129, Old Brompton Rd., S.W.7. Fre 7711. [C2137]

LOXFORD GARAGE.

1955 Volkswagen de luxe saloon, black; £545.

1955 Volkswagen de luxe saloon sun roof, strato silver; £575.

1955 Volkswagen de luxe saloon, in bronze; £565.

1955 Volkswagen de luxe saloon, strato silver; £565.

1954 Volkswagen van, in blue; £390.

ILFORD Lane, Ilford 3155 After 6 p.m.: ven Kings 5067. [T9054]

W. N. ROAKE AUTOMOBILES offer:—

1954 Volkswagen de luxe saloon, with Wessex conversion, extras, excellent condition; £485; terms: exchange.—24, Widmore Rd., Bromley, Ravensbourne 1252. [5081]

PETER BANTOCK CAR SALES offer:—

1955 Volkswagen double-side loading 15cwt transporter, in beautiful condition; £445.—104, High Rd., Chiswick 2725/5670. [C1014]

ELM AUTOSALES (Volkswagen area dealers) offer:—

1954 (July) Volkswagen de luxe saloon, black, beige interior, heater and many other extras, low mileage; £499.

66 Hartfield Rd., Wimbledon, S.W.19 Sales Department, Cherrywood 1615.

V/W Service Department, Elm Garage, S.W.19. Wim. 4825/0472. [C2067]

VOLKSWAGEN

BROADWAY MOTORS, Hounslow, offer:—

1957 Volkswagen, black, red upholstery, 12,000 miles only, one owner, immaculate condition; £675.—Hansworth Rd., Hounslow East Tube, Middx. Hou. 9309/0175. [C1113]

B. J. HUNTER, Ltd., Austin agents, offer:—

1958 series Volkswagen saloon de luxe, 9,000 miles only, as new; £695.—Below.

1956 Volkswagen saloon de luxe, exceptional condition; £595.—Below.

1951 Volkswagen saloon, carefully used; £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

V&F MONACO MOTORS, the Volkswagen specialists, offer:—

V&F 1956 Microbus, 22,000 miles, excellent condition throughout; £765.

V&F 1956 de luxe saloon, silver grey, 15,000 miles only; £595.

V&F 1955 de luxe saloon, green, 14,000 miles only, one owner, immaculate; £565.

V&F 1955 d.l. saloon, silver blue, one owner, moderate mileage; £535.

V&F 1955 d.l. saloon, bronze, moderate mileage, good mechanically but paintwork needs attention; £495.

V&F MONACO MOTORS, official Volkswagen agents, Shepperton; 263, Fulham S.W.10. Flaxman 4536. Service: Fre 4414. [4158]

BLACK & WHITE GARAGES, 'Phone 331 & 231, Harrington, Evesham

ALWAYS a full range of new and used Volkswagen—A cars and transporters—available, send for list—visit our attractive showrooms—largest stocks of accessories and spares in the Midlands; also finest repair service in the Midlands by specialised trained V.W. mechanics, Volkswagen distributors for Worcestershire and Herefordshire; official Bosch and Hella distributors—all spares (trade also supplied); part exchanges, hire purchase, insurance, Black & White Garages, Tel. Harrington 331, Evesham. [0201/R]

1955 Volkswagen de luxe, olive green, 17,000 miles only, excellent condition, as new; £535.

WEST STREET MOTORS (LONDON) Ltd., 66, London Rd., Tooting Junction, S.W.17. Micham 5281. [C4097]

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors' enquiries welcomed; the original distributors and specialists, de luxe saloon, strato silver, taxed; £525.

1955 COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. And Colborne Garage (Kent), Ltd., Manston, Kent. Tel. Manston 236. [0873/R]

1956 V.W., one owner, 20,000 miles, £595; several others in stock.—Cricklewood Automobile Co., Shoot-up Hill, N.W.2. Gladstone 4603. [6062]

1956 model d.l. saloon, only 21,000 one owner miles, superior condition, asking £520, private.—Prospect 1270. [5748]

COVENTRY & JEFFES, Ltd., 52 Whiteladies Rd., Bristol, S. Tel. 37076. Main distributors for Bristol, Gloucestershire and Wiltshire. [0667/R]

1954 Volkswagen de luxe 1192cc, v.tons, washers, stone guards, exc. condition.—1, The Cedars Caravan Park, Blythe, Surrey. [5978]

1956 Volkswagen de luxe, Nile beige, immaculate, extras; best offer over £540.—Ealing 4838 between 7 a.m. and 7 p.m., not Sundays. [5839]

1954 (July) Volkswagen Kombi Microbus, really *** exceptional condition, only 41,000 miles, original owner from new; £535.—Keston 7899. Pedigree Estate Cars, 540, Euston Rd., N.W.1. [C5093]

1958 model Volkswagen sun roof de luxe, under-sealed, twin spots, windtones, anti-roll and extras, cost new, £850; £725.—Mill St., Garage, Stourbridge, Worcs. Volkswagen main agents. Stour 3310. [5973]

1954 Volkswagen 1131cc, de luxe saloon, dark green, recorded mileage 47,000, good roundoff tyres, in good general condition, lic. Dec. £445.—Kingsthorpe Garage V.W. agents, 88, Harborough Rd., Northampton. Tel. 4297-8. [5731]

Volkswagen Cars Wanted

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. All years and models. [0980/R]

D. C. S., the Volkswagen buyers.—Exeter Road, N.W.2. Gladstone 7175. [W1072]

K. ARMANN-ORITA saloon required; cash payment.—Greenways, 81, Alresford Rd., Winchester. [W4087]

ALL Volkswagen models wanted urgently.—The Hyde Motor Co., 153, The Hyde, N.W.9. Colindale 7888. [W2135]

GOOD Volkswagen required immediately.—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W4000]

V&F MONACO MOTORS.—The Volkswagen buyers.—363, Fulham Rd., London. S.W.10. Tel. Flaxman 4536. [0300/R]

Volkswagen Spares and Service

VW MOTORS, Ltd., sole Volkswagen concessionaires; genuine spare parts obtainable from 259, Plaietow Rd., London, E.15 (adjoining Plaietow District Line), Maryland 7661-5. Also 46-52, Lodge Rd., London, W.8. Cunningham 8000. [0647/R]

EUROPEAN CARS, Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stocks fully stocked.

129, Old Brompton Rd., S.W.7. Fremantle 7722. [0436/R]

MOORTOWN MOTORS, Ltd., of Leeds.—Service and repairs by factory-trained staff.

MOORTOWN MOTORS, Ltd., Regent St., Leeds. Tel. 31804-5. [4520]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361; genuine VW spares, c.o.d. postal service, open all day Saturday for spares and reception; crash work a speciality. [0995/R]

Volkswagen Spares and Service

BRADSTOCK MOTORS, Ltd., the area Volkswagen specialists with the specialised know-how and equipment.—Chase Rd., Epsom. Tel. 5696-7. [31090]

CRASH damage panel work and painting carried out, engines overhauled by VW-trained men; spares.—H. Harmer Car Sale Ltd., 444-6-8, Brighton Rd., South Croydon. Tel. Uplands 6690 and 5012. [10036/R]

ESSEX VW Distributors.—The Service Garages (South Eastern), Ltd., for prompt attention for VW spares, immediate c.o.d. service; factory trained personnel and specialised equipment for all repairs.—85, East Hill, Colchester 772. [0553]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

5000 miles.—Wolseley 1500 saloon, Champagne beige with maroon/grey upholstery, E.W. maintained.

9000 miles.—1957 15/50 saloon, E.W. maintained, Yukon grey.

4/44 saloon, 1956, black with red upholstery, one owner, E.W. maintained; £675.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 3951); 399, London Rd., Croydon (Thornton Heath 6265), or 12, Chelsea Mansions, S.W.3 (Flaxman 8181). [C4046]

CROFTON GARAGES, Ltd.

1954 Wolseley 4/44, heater, radio, spot lights, cigarette lighter, fitted in black, brown leather upholstery, spotless throughout; £600.—132, Whitechapel Rd., Bishopsgate 3595. [C1159]

EATON MOTOR Co. offer:—

£666.—1956 Wolseley 6/90, green, one owner, speedo 21,000, exceptional condition.

EATON MOTOR Co., Eaton Socon 236 (St. Neots). [C2114]

MEKINNON MOTORS offer:—

1958 (August) Wolseley 1500 saloon, maroon/beige, heater, screen wash, under 200 miles, taxed, new cost £585; special price £500.

MEKINNON MOTORS, Ltd., Langham House, 3, Stamford Rd., Wallington, Surrey. Established 1906, Tel. Wallington 3408. [C3020]

H. A. SAUNDERS, Ltd., offer:—

1957 Wolseley 1500 de luxe saloon, black, green, beige upholstery, recorded mileage 10,339, heater; £735.

1957 Wolseley 15/50 saloon, grey, red upholstery, recorded mileage 24,458, heater; £795.

H. A. SAUNDERS, Ltd., 436-842, High Rd., North Finchley, N.12. Inside 5872 (8 lines). [C4092]

WARWICK WRIGHT, Ltd., offer:—

1955 Wolseley 4/44 saloon, green, grey upholstery, heater, 33,000 miles; £625.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.6. Cunningham 6050. [C4045]

CROFTON GARAGES, Ltd., offer:—

1955 Wolseley 4/44, black, red, heater, several extras, one owner, carefully used car; £575.—332 Kings Rd., Chelsea, S.W.3. Flaxman 0305. [C1139/1]

WEYBRIDGE AUTOMOBILES offer:—

1958 Wolseley 15/50 saloon, maroon with beige interior, one owner, 1,400 miles only, extras include radio, underseal, Ace Rimseal, leather covers, etc. condition as new throughout; £585.

WEYBRIDGE AUTOMOBILES, Ltd., 80, Queens Rd., Weybridge, Surrey. Weybridge 2233. [C4094]

GUY SALMON AUTOMOBILES offer:—

1958 Wolseley 6/90 automatic saloon, 5,000 miles only, Pye transistor radio, exactly as new; £1,245.

1958 Wolseley 15/50 saloon, maroon/red trim, 2,000 miles, very carefully run in and serviced, originally supplied by £215.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1957 Wolseley 15/50 saloon with manumatic clutch, genuine 5,000 miles only, one owner, as new; £585.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4008]

H. BEART & Co., Ltd., (Wolseley Distributors) offer:—

1954 Wolseley 4/44 saloon, grey, one owner, superb order throughout; £545.

1958 Wolseley 6/90 saloon, champagne, fitted automatic gear box, radio, heater and mirrors, maintained by us for the use of our chairman; £1,195.—104, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [C1061]

1957 4/44, one owner, low mileage, black, red trim, quite new condition; £685.

J. S. MONRO, Used Car Specialist, Newbury Rd., Andover. Tel. 3006. [4574]

1956 (model) Wolseley 6/90 saloon, black with brown interior; £795.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3038]

£795.—1957 Wolseley 15/50.—Oxford, 67, George St., W.1. Welbeck 8899. [C3131]

1957 Wolseley 15/50, radio, heater, etc.; £835.—Foots Cray 2152/2569. [5734]

1954 4/44, grey, one careful owner; £550.—Campbell Symonds, Wolseley 6262. [C1057]

1953 Wolseley 6/90, black/tan interior, exceptional condition; £385.

OKATHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green, Dal 1023. [3124]

YES—but if it's Wolseley—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434. [0614/R]

1957 15/50 Wolseley, one owner, black, green, taxed; £775.—Bowmans Garage, Weybridge 3265. [C1143/2]

1953 Wolseley 6/90, taxed, grey, good condition; £365.—Bowmans Garage, Weybridge 3265. [C1143/1]

1957 Wolseley 1500, one owner, heater, duo green, 22,000 miles; £725.—Bowmans Garage, Weybridge 3265. [C1143]

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE ETC.

WOLSELEY

1954 Wolseley 4/44 saloon, black with red interior, heater, low mileage, £550—Hillside, Ld., The Hyde, Hendon, Colindale 4051. [C4118]

1956 Wolseley 6/90 saloon, 15,000 miles, beautiful condition, £740—Halm (Pinchley), Ltd., Hillside 1044. [C6059]

BEART'S OF KINGSTON—Wolseley distributors—Sales, spares and repairs—102, London Rd., Kingston, Tel. 5548. [C0862/R]

£525!!! 1954 Wolseley 4/44 de luxe saloon, grey with grey leather, impeccable condition, choice also another immaculate black.

LAMBS OF WOOD GREEN (Established 1897)—100 cars, 3 months' written guarantee, exchange, hire purchase—421-425, High Rd., Pinchley, Pinchley 6222. [C2062]

1958 (April) Wolseley 15/50 finished in maroon with radio, absolutely as new, one owner, 5,000 miles car, £925.

VINCENT GREENHOODS (WREXHAM) Ltd., Triplex Motor Works, Regent St., Wrexham, Tel. Wrexham 5451.

1957 (July) Wolseley 1500, duo tone green, heater, windscreen washers, 11,000 miles, £695—Herd's Garage and Eng., Ashford, Mids., 2004. [C2152]

1950 Wolseley 6/80 saloon, heater, guaranteed, £245—Gifford, 506, Kensington High St., W.14, Wes. 6651. [C5029]

1957 15/50, Manual, black, red interior, heater, 4,000 miles, £815—Fitters of Coombe, Kingston By-Pass, S.W.20, Malden 5666-7. [C2115]

1957 15/50 Wolseley, 4,000 miles only, £815—John Gray, 20, Hermitage Lane, N.W.2, Speedwell 1242. [C2056]

1952 (Oct.) 6/80, Mark II engine, black, perfect condition, £340—Ramsey Motors, Harrow 5240. [C5721]

1946 Wolseley 14, absolutely beautiful condition, £255—Brookside Motors, 102, High St., Cambridge, Tel. 5184. [C6346]

1957 Wolseley 15/50, Swiss grey with red trim, moderate mileage, taxed year, excellent condition, £775.

KERRIDGE, Ltd., High St., Alton 2224. [C3118]

1956 Wolseley 15/50 saloon de luxe, in beautiful condition, £650—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon, Addiscombe 5066. [C1076]

1948 Wolseley 18 saloon, condition beyond imagination, one owner, £240—Smith & Hunter, 376, Kensington High St., W.14, Western 2512. [C4019]

1956 (March) 4/44 Wolseley saloon, grey, one owner, heater, nearly new tyres, £615—Mitchell, 1, Balham High Rd., S.W.12, Bal. 2254. [C2718/R]

LYTTLETON GARAGE, Ltd., Hampstead Garden Lb., official Wolseley agents; quick deliveries, part exchange, specialized service—Lyttleton Rd. (A1), N.12, Speedwell 5500 and 5550. [C408/R]

WOLSELEY

1956 Wolseley 6/90 saloon, series I, finished in maroon with maroon upholstery, one owner, a superb car—Tel. Mr. Fairclough, Wessex Motors, New St., Salisbury, Tel. 5275. [C4067]

1955 May, 4/44, one owner 25,000, maroon leather, heater, washers, spot, excellent condition, taxed, new battery, spare unused, £500—241, East India Dock Rd., E.14, East 2922. [C5990]

1957 (July) Wolseley 1500, colour dark green, total mileage 5,600, B.M.C. warranty, new condition, licensed to December, £690—S. V. Robinson, Kimbolton, Huntingdon, Tel. Kimbolton 242. [C5871]

WOLSELEY 15/50 1958 Manumatic, black with red interior, 8,000 miles only, cost £1,060; offered at £955—Dawson Motors, Ltd., Tottenham Corner, Burgh Heath 5799. [C2128]

1957 (Oct.) Wolseley 15/50, black with red upholstery, 10,000 miles, one owner, in good condition, B.M.C. warranty, £850—Woodcote Motor Co., the Wolseley distributors, Epsom 1254. [C5645]

1956-7 Wolseley 15/50 saloon, in Swiss grey/grey leather, one owner, guaranteed 8,000 miles only, as new, £795—Gibson Sports Cars, Lyndhurst Rd., Christchurch, Hants, Tel. Highcliffe 2275. [C2109]

1957 (Oct.) Wolseley 15/50 saloon, grey with deep red trim, very low mileage, one owner, this car is absolutely immaculate, completely as new and represents exceptional value for a discriminating owner, at only £845—Clerkenwell 4425. [C6072]

Wolseley Cars Wanted

15/50 Wolseley saloon required, consider 4/44—Greenways, 81, Ainsford Rd., Winchester. [W4087]

ROWLAND SMITH'S, the Wolseley buyers—highest cash prices—Hampstead High St., N.W.3, Ham 0041. [W4018/R]

NEARLY new or small mileage Wolseley wanted—Green and Zens, Ltd., 246-252, Deansgate, Manchester, 5, Tel. Deansgate 5525-6. [W2028]

Wolseley Spares and Service

RAMSAY MOTORS, Ltd., 242-244, High St., Barnet 5240—Spares 1957 onwards, sales and repairs. [C0707/R]

EURSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3, (Plaxman 1181), for Wolseley service, complete overhauls, coachwork and reconditioned engines. [C0707/R]

R. HARRY & SON, 55, Marylebone High St., W.1, Experience for nearly a century, complete overhauls and coachwork our specialty, exchange engine units, spares and accessories—Hunter 0942. [C0177/R]

HARD-SURFACED rockers, exchange 6/- each; new bushes, shafts and many other spares from 1930 onwards, s.a.e. list—Thompson's, 106, Kingston Rd., Wimbledon, S.W.19, Liberty 6498. [C0971/R]

BEART'S OF KINGSTON, Wolseley distributors; factory reconditioned exchange engine, rear axle and gear box units, comprehensive stock of spares and accessories for all post-war Wolseley cars—102, London Rd., Kingston, Tel. 5538. [C0953/R]

MISCELLANEOUS CARS

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars, send for list, established 36 years. [C5010/R]

GOOD used cars available from 5th September, reopening date—Hendon Way Motors, 395-397, Hendon Way, N.W.4, Hen. 9011. [C5008]

1956 Powerdrive 522cc 2.5-ltr., self-starter, taxed, £259-10; 1957 Isotta plus 300cc, sun roof, bumpers, lemon and black finish, £299-10; 1957 Tourer 170cc, three-glass body, rear carrier, one owner, low mileage, £259-10; 1955 Bond 170cc, family 4-seater, good condition, taxed, £209-10; 1955 Messerschmitt 175cc, rear carrier, blue and red finish, attractive car, £189-10; terms, exchanges—Claude Rye, 695-921, Fulham Rd., London, S.W.6, Remov. 6174. [C5718]

Miscellaneous Cars Wanted

TRAYNOR MOTORS, Ltd., Oranswood 2550, require over all types of cars for cash—135, High Rd., South, East Ham, London, E.6. [W4053]

MOBILE SHOPS AND CANTEENS

MOBILE shops, canteens, kiosks, vehicles and trailers, petrol and diesel, large selection—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2, Gladstone 2226. [M2052]

MOTOR HEARSES

HEARSES and Hearlies in immediate delivery, call and inspect. Brochures available.

ALPE & BAUNDERS (COACHBUILDERS) Ltd., (Station Approach, Kew Gardens, Richmond 1108. [C1108]

AMBULANCES

BEDFORD, Austin, Morris, Albion and Rolls-Royce ambulances, 12hp to 30hp, large selection from £50 to £500—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2, Gladstone 2226. [C2022]

MOTOR SCOOTERS

CLAUDE RYE, Ltd., the scooter people; come to us first; we have got all makes for immediate delivery! Buy now while stocks last; exchanges welcomed—699, Fulham Rd., S.W.6, Remov. 6174. [C0210/R]

COMMERCE for Motor Scooters, Distributors for Adler, Diyas, Lambretta, Benli, Mainz, Dayton. Demonstrations, free tuition, hire purchase terms, etc.—Oxford House, Portsmouth Rd., Thames Ditton, Kent, SE51 (6 lines). [C0575/R]

TAXICABS

AUSTIN taxi, 1951, diesel, first-class condition, £265—Brookside, The, 4256. [C5904]

1949 5 Austin taxicabs, diesel from £250, h.p. taxicabs bought—Overstrand Motors, Ltd., 62, Cottage Grove, London, S.W.9, Brixton 2530. [C0181/R]

1948 50 Austin and Morris 5-4 door London taxi-cabs, petrol and diesel from £145, ideal for private and public hire; 5 depot, balance 400—Palmer Motors, 5, Russell Square, W.C.1, Park 9705. [C0304]

Three-wheelers Wanted

CLAUDE RYE, Ltd. 5-wheelers urgently required; top prices paid, h.p. a/c's settled—699, Fulham Rd., S.W.6, Remov. 6174. [C0953]

This section closes for press first post Monday

COMMERCIAL VEHICLES

NEW COMMERCIAL VEHICLES

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8, Mountview 4401, offer—

FORD 5wt van, primer, early delivery. [N2058]

USED COMMERCIAL VEHICLES

ALLAN TAYLOR MOTORS, Ltd., offer—

1955 Morris Cowley 1/2-ton van, outstanding value; £525.

HIGH ST., Wandsworth, S.W.18, Vandyke 7222 (10 lines). [C4104/R]

HENLYS offer with 4 months' guarantee—

1955 Morris van, J type, dark blue with brown interior, £355.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station), Euston 1966. [C0953]

AUSTIN A40, several vans and pick-ups from £150 each—High Wycombe 5115. [C2129]

1952 Ford 5wt gvw van, black, in exceptional condition, £155.

GARAGE SERVICE Co., Ltd., 1015, Pinchley Rd., Golders Green, N.W.11, Speedwell 4411. [C2019]

G&M ALFRED'S (1956), Ltd.—Gown vans, Austin, Ford, with guarantee—6-7, Warren St., W.1, Euston 5268. [C1005/R]

USED COMMERCIAL VEHICLES

£525!!! 1956 Ford 10/12 cwt latest model van, cellulose finish, many extras, costing nearly £650 only 4 months ago, negligible mileage, gift price.

£299!!! 1957 Morris Minor 1/2-ton van, cellulose finish, used as a private second vehicle and in most beautiful condition.

LAMBS OF WOOD GREEN (Established 1897)—100 cars, 3 months' written guarantee, exchange, hire purchase—421-425, High Rd., Pinchley, Pinchley 6222. [C2062]

1954 Austin A40 van, reconditioned engine 6,000 miles, used as private conveyance, £260—Eaton 7883, Pedigree Estate Cars, 380, Euston Rd., N.W.1. [C0905]

£345—1956 Bedford 10/12 van, one owner, very low mileage, original tyres badly worn, up lettered; terms to suit and exchanges—Coachcraft, Elm Rd., Evesham, Tel. 2775. [C1063]

1955 Standard Vanguard 12-cwt van, one owner, unlettered, excellent condition, £295, h.p. terms and exchanges—E.R.C. Services, 2-5, Summerland Gardens, Muswell Hill, N.10, Tudor 6075, Fitzroy 0293. [C2069]

G&M ALFRED'S (1956), Ltd.—1958 Morris Minor 1000 1/2-ton van, 150 miles only; 1954 Commer pick-up truck, with lift, condition as private car; fuller history—6-7, Warren St., W.1, Euston 5268. [C1005]

USED COMMERCIAL VEHICLES

1957 (model) Ford 10-cwt van, registered August '58, as new, £385; 1955 Ford 10-cwt van, £155; Morris 10-cwt J-type van, 1954, £240—Hawlings, Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6, Remov. 2281. [C1152]

RLH MOTORS, Ltd., offer the following vans and trucks: 1955 Bedford C.A.V. 10/12-cwt, £285; 1955 Ford 10 with windows, £255; 1955 Commer Regt. 15-cwt, £265; 1955 Commer Regt. 15-cwt, £255; 1954 A40, £165; 1946 Ford 10, £65; 1957 A55, £185; 1954 Standard 10 pickup, £285; 1951 A40 pickup, £125; 1950 Austin 25-cwt dropside truck, £195; many others—601/609, Kings Rd., S.W.6, Remov. 4492, 6647. [C1125]

ROY'S AUTOMOBILES, Ltd., offer the following good vans: '57 Thames 10-cwt, £285; '56 Standard 10, 295; '55 A30, £285; '56 Thames 5-cwt, £285; '56 Thames 7-cwt, £385; '56 Morris Minor, £350; '57 A55 full 4-seater, £365; '55 Thames 10 with windows, £225; '55 A40, £195; '55 Morris 8, £185; '55 Ford 8, £125; '46 Bradford, windows and seats, £85; many others—127, Parkway, Regents, Park, N.W.1, Euston 2709/8694. [C1063]

MOTOR TRANSPORT JOURNAL

AD hundreds of other commercial vehicle bargains read "Motor Transport" every week. [C112/R]

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CLAUDE RYE, Ltd., for your new Heinkel; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [0410/R]

T. PINK (HARROW), Ltd., for Heinkels, immediate delivery on easiest terms; also B.M.W. Letita and Reliant; demonstrations with pleasure.—Station Rd., Harrow, Tel. 0044. [N3132]

COMERFORDS for Heinkel; other 3-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first-class service; terms.—Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emmerbrook 5531 (6 lines). [0906/R]

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FULL range on view, for prompt delivery; exclusive Rootes dealers, export enquiries invited.
NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall), Arncliffe 5252. [0796/R]

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HILLMAN Estate 2-tone, list.—302-306, King St., W.6. Riverside 2881. [N2100]

GB MOTORS, Ltd., offer:—
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HENDON CENTRAL GARAGE, Ltd., offer:—
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J. S. MONRO, Rootes Specialist, Newbury Rd., Andover. Tel. 3006. [0366/R]

NEW Minx Series I, convertible, black/red, £75 under list at £825; with maker's full guarantee.
CAMPBELL SYMONDS, Perivale 4456. [N1037]

BREW BROTHERS, Ltd., enquiries invited.—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

BARNET area.—Hillman main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0411/R]

CONVERTIBLE Minx, any colour, ex stock, all facilities, part exchange.
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GRAY'S OF GUILDFORD—New Jubilee Minx de luxe, special, convertible and estate car now on view.—Tel. 2885. [0136/R]

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SE26—New Hillman Minx de luxe series II, Fiesta blue, immediate delivery.—Maythorpe Motor Co., Ltd., 26, Sydenham Rd., S.E.26. Tel. Syd. 6827. [N3135]

GORDON CARS (LONDON), Ltd., offer:—full range available.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [N2141]

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (5 lines). [0868/R]

W6—New Hillman Minx series II, immediate delivery, pearl grey/calypso red.—Metropolis Garages, Ltd., 225-227, Hammersmith Rd., W.6. Riverside 5071. [0897/R]

METROPOLITAN MOTORS. Rootes exclusive dealers, offer immediate delivery Hillman Minx, pearl grey/calypso red; and black de luxe saloons.—Horn Lane, Acton, W.3. Acorn 5064. [N3080]

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BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412/R]

J. S. MONRO, Andover, can accept a few more orders, early delivery, exchanges.—Humber Specialist, Newbury Rd., Andover. Tel. 3006. [4575]

GRAY'S OF GUILDFORD—Main dealers for the new Hawk saloon and estate car.—7 and 8, Woodbridge Rd., Guildford. Tel. 2887. [0089/R]

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CONTINENTAL SCOOTERS, 225-7, Westminster Rd., S.E.1, Waterloo 5105, and branches for the Isetta; part exchanges and hire purchase. [T9072]

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CHARLES FOLLETT, Ltd., London distributors. Showrooms: 16, Berkeley St., London, W.1. Mayfair 6266. Service: Works and Stores, Barnsley Rd., off Elgin Ave., W.9. Cunningham 5936. (N2010)

AUTO SALES (LONDON), Ltd.—North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belaire Rd., N.W.6. Tel. Mai. 5555. (0110/R)

BARNEHURST GARAGE, Ltd., always have a large stock of new Renault cars for immediate delivery; all colours available for stock.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 725,9159. (0942/R)

RILEY

BOON & PORTER, Ltd., distributors

EARLIEST delivery: 1.5 and 2.6.

BOON & PORTER, Ltd., Castelnau, S.W.13 (Near Hammermill Bridge) Riverside 4444. (N1022)

JOHN B. TRUSCOTT, Ltd., for your Riley.

173, Westbourne Grove, W.11. Bayswater 4274. (N4085)

1.5 and 2.6 Rileys for early and immediate delivery.

RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3. (N3052)

CLARKE & SIMPSON, Ltd., offer immediate delivery 2.6 and early delivery 1.5 models.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. (N1048)

RILEY 1.5 on view.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acton 6731. (N1120)

IMMEDIATE delivery 2.6, early delivery 1.5.—Wilson's, 36, Acre Lane, W.C.2. Brixton 4011. (N4085)

RILEYS, all models; enquiries to Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3016)

DENHAM SERVICE STATION, Ltd., B.M.C. dealers, offer 1.5, 2.6 for early delivery; part exchanges and h.p. terms.—Oxford Rd., Denham, Bucks. Tel. Denham 2266. (0131)

IMMEDIATE delivery, new Riley 2.6 saloon, fitted overdrive and bucket seats, finished in 2-tone maroon and beige, part exchanges.—Wessex Motors St. Cross Rd., Winchester, Tel. 5555. (N4087)

AREA dealers for Riley cars; orders taken now for the magnificent 2.6 with or without automatic; early deliveries; part exchange; h.p. terms.—Monrose Motors, Wembley 2636. (0765/R)

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OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 31682 (0520/R)

ORGANS OF OXFORD, officially appointed retailers and service specialists.—Banbury Rd., Oxford, Tel. 5915-4. (0264)

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Regent 8822. (0139)

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HENLYS England's leading motor agents.

ROVER distributors.

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HENLY House, 385, Fuston Rd., N.W.1. (Euston 4444.)

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THE Rover specialists; all models and specialised service.

33, Sloane St., S.W.1. Belgrave 3721. (N3006)

CHALKWELL MOTOR Co., Ltd., for Rovers.—West-cliff-on-Sea, Tel. Leigh-on-Sea 78247. (0345/R)

ROVER

J. DAVY, Ltd., for Rovers

ENQUIRIES invited for all models.

180.—184, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Knl. 4215. (N1069)

KDM AND CHERINGTON, Ltd., offer:—

ROVER 105S, blue with blue leather.

ROVER 90 with overdrive, dove grey, red leather.

9 Albemarle St., W.1. Grosvenor 5551. (N2054)

ROVER 90, sage green/green, for immediate delivery.

WATFORD and district, Harris-Mayes & Co.; delivery enquiries invited; specialist dealers since 1933.—"Ace of Hearts" Garage, Watford 4026. (0752/R)

WE are pleased to be able to offer quick delivery now; some models from stock.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. (N1057)

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd., Tel. 2382-3. (0951/R)

ROVER, first class motor: £1,320.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acton 6731. (N1120/R)

BASIL ROY, Ltd.—Early delivery all models.—161, Great Portland St., W.1. Tel. Langham 433. (0168/R)

GORDON LOVETT, Ltd., 45, The Mall, W.5: West London's largest Rover main dealers.—Ealing 4727. (0352/R)

LIVERPOOL.—New Rover 60 and 75, duo grey; Litherland Motors (L'pool), Ltd. Liverpool 21. (T9081)

SOUTHAMPTON distributors for all Rover models and spares.—South Western Garage, Marsh Lane, Tel. 22313. (0201/R)

ODEON MOTORS, Ltd., Great North Rd., Barnet, N. London's leading Rover specialist. Tel. 223. (N3028/R)

KJ MOTORS, Ltd., North-West Kent's leading Rover area dealers.—Bromley, Ravensbourne 5456. (0287/R)

IMMEDIATE or early deliveries of 90, 75, 90 and 105S duo-tone models.—Dorking Motor Co., Ltd., 2256-8 Dorking. (N1098)

W. T. RICHARDS (BEXLEYHEATH), Ltd., retail dealers for Rover cars, part exchanges.—74-78, Broadway, Bexleyheath 1666. (0032)

WEST London Rover agents.—Rover 90, immediate delivery, parchment/beige.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acton 6731. (N1120)

METROPOLIS GARAGES, Ltd., for demonstrations of Rover 90, 105R, 105S.—45, Earls Court Rd., Kensington, W.8. Wes. 4544. (0107)

LATHAMS OF CATERHAM, leading Rover main dealers for East Surrey, offer immediate delivery 105S and 90 models.—Caterham 2594. (0924/R)

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Market Northampton. Tel. 3162. (0201/R)

R. P. POWELL (MOTORS), Ltd., East London area dealers; inquiries invited for all Rover models.—321, Romford Rd., Forest Gate, E.7. Maryland 7781. (0457/R)

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. (0856/R)

BAKERS OF READING, Rover distributors for over 50 years, have all new models available for inspection and demonstration at their showrooms, and also wish to purchase good second-hand Rovers and Land-Rovers.—35 & 36, Friar St., Reading. Tel. 51221-2. (0161/R)

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DORKING MOTOR Co., Ltd., main dealers, for favourable deliveries all models.—Dorking 2256. (N1098)

ODEON MOTORS, Ltd., Great North Rd., Barnet; North London's leading Land-Rover specialists.—Tel. Barnet 1144. (N3028)

SEARLE, Ltd., exclusively Land-Rover: for demonstration, highest part exchange allowance and prompt delivery.—Thames, Sunbury 3014. (T9105)

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists offer immediate delivery all Series II models.—South Woodford, E.18. Wantland 6644. (N2059)

BAKERS OF READING, Rover distributors for over 50 years, have all new models available for inspection and demonstration at their showrooms, and also wish to purchase good second-hand Rovers and Land-Rovers.—35 & 36, Friar St., Reading. Tel. 51221-2. (0917/R)

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FOR the discerning motorist.—N. Essex distributors, Bucknell & Merchants, Colchester. Tel. 5705-6. (0618)

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DISTRIBUTORS West and South-West London.

IMMEDIATE delivery of all models.

DEMONSTRATION car available.

180.—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3. (Knl. 4215). (N1069)

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SOLE concessionaires in Great Britain and Northern Ireland for Simca

SPARES and service, distributors and dealers throughout the country.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. Immediate delivery of Simca cars. (N3040)

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DENHAM MOTOR SALES, Ltd., distributors, offer immediate delivery of all models; demonstration cars available.—Oxford Rd., Denham, Bucks. Tel. Denham 5111. [0530/R]

SHRUBBERY GARAGES, Upper Church Rd., Weston-super-Mare, Tel. 1080: Simca distributors for Bristol, Bath and West Country; new and used Simcas; service and spares. [3957]

MILESTONE (SERVICE GARAGE), Ltd., Simca distributors, North, South and West Kent.—Ask for demonstration; immediate delivery; exchanges, terms.—308, Erith Rd., Bexleyheath, Erith 2469 and 2629. [0108/R]

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GB MOTORS, Ltd., offer:—
IMMEDIATE delivery of saloons, convertibles and estate cars.
199—201, Brighton Rd., South Croydon, Surrey. Cro. 2652-3. [0544/R]

SINGER Distributors for West Sussex.
COMPLETE customer facilities for the new delightful new range of Singer saloon and estate cars; part exchanges welcomed.

FULL hire purchase facilities and insurance cover available.
PAGES GARAGE, Northgate, Chichester. Tel. Chichester 2140. [0939/R]

A TRADITION for Singer—Automenders of London.
NEW Gazelles always on show at our branches; demonstration cars sent anywhere in Great Britain.

All enquiries please to Sales Office, at 131, Church Rd., Bournemouth, S.W.15, Riverside 6291. [0757/R]

BEVERLEY MOTORS, New Malden, Surrey. Malden 3232. [79088]

CROYDON—H. Harmer Car Sales, Ltd., dealers. 444-8, Brighton Rd., South Croydon. Uplands 6629. [0681/R]

BOURNEMOUTH—Main dealers for demonstrations and delivery from stock.—Hartwell Motors, 185-205, Chalmers Rd., Tel. Winton 1777. [0241/R]

GUILDFOUR—Stanley Godfrey & Co., Omslow St., E. Croydon. Tel. 67269, for immediate delivery Gazelle convertibles and saloons. [0908/R]

BUNTINGS MOTOR EXCHANGE, Bonnersfield Lane, Harrow. Tel. 6225-6.—Area dealers for Singer cars; prompt delivery of all models. [0052/R]

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WATLING STREET GARAGE, distributors for Herts. Beds, Bucks, Northants, Cambridge and Hants; available for immediate delivery, choice of colours.—Pamstead, nr. St. Albans (on the A5, midway between Dunstable and St. Albans). Markyate 240/420. [79051]

STANDARD

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NEW Standard Pennant, Medici blue, white top; List.

LEX GARAGES, Ltd., 2, Lexington Street, London, W.1. Gerrard 8600. [5879]

HALLS.
NEW automatic Vanguard de luxe; £1,186/7.

DEMONSTRATIONS and part exchange.
HALLS (FINCHLEY), Ltd., 886, High Rd., N. Finchley (Tally Ho), N.12. Hillside 1044. [0973/R]

MARSTON MOTOR CO., Ltd.
STANDARD retail stockists, invite your enquiries, models on view, competitive delivery; part exchanges.

SEVEN SISTERS RD., Tottenham, N.15. Tel. Stamford Hill 8000. [0180/R]

BERKELEY SQUARE GARAGE, Ltd.
EXCLUSIVE Standard retail dealers, invite you to inspect the full range of Standard cars that are available for immediate delivery.

BERKELEY Sq., London, W.1. Gros. 4343. [0004/R]

ROWLAND SMITH'S for Standard.
IMMEDIATE delivery.

PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4018]

JOHN S. TRUSCOTT, Ltd., for your Standard.
Westbourne Grove, W.11. Bayswater 4274. [N4035]

BYE-PASS MOTORS, Ltd. (Formerly Fox and Nicholl, Ltd.)
EXCLUSIVE Standard retail dealers, models for immediate delivery, h.p. terms and part exchanges arranged.—Kingston By-Pass, Tolworth, Surbiton, Surrey. Derwent 1122. [0869/R]

LANKESTER ENGINEERING CO., Ltd., 80-83, Victoria Rd., Surbiton. Rim. 1194-5.

DISTRIBUTORS to Surrey since 1911, can give excellent delivery of the following models:—
EIGHT saloon, choice of colours; £638/17 inc. P.T.

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TEN Companion, medici blue; £743/17 inc. P.T.

PENNANT saloon, beach white; £728/17 inc. P.T.

ENIGN saloon, black; £899/17 inc. P.T.

VANGUARD d.l. saloon, beach white; £1,013/17 inc. P.T.

DEMONSTRATION cars available; exchanges and deferred terms. [0129/R]

BEVERLEY MOTORS, New Malden, Surrey. Malden 3232. [79088]

FOREST HILL and Sydenham—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. For. 9351-2. [N2115]

PENNANT, duo green, ex-stock.—Burge & Inglis (Motors), Ltd., Willenden 4669. [N4017]

STANDARDS on view, all models.—Davies Car Centre, 22-34, Horn Lane, Acton, Tel. Acton 6731. [N1120]

STANDARD 8 saloon, blue, red and beige Vynide; £616/7.—Notting Hill Garage, Ltd., Ladbroke 1155. [N5027]

STANDARD

PENNANT and Eight, immediate delivery.—Baill Roy, Ltd., 161, Great Portland St., W.1. Langham 7753. [0684/R]

HILLWOOD MOTORS are Standard stockists; all models in stock or for early delivery.—Mill Hill (London) 4232. [N2108]

IMMEDIATE delivery Standards, any model or colour. Wilsons, 58, Acre Lane, S.W.2 1-5, Dorking Rd., Brixton 4011. [N2008]

KJ MOTORS, Ltd., Standard Triumph main dealers, part exchanges, demonstrations.—Bromley, Ravensbourne 3456. [0484/R]

SUTTON, Surrey—Read Car Co., Ltd., Brighton Vigilant 8578 and 8403. [0636/R]

CHANGING your car, then come and try the 8, 10 or Pennant, Ensign or Vanguard de luxe; full market value for your present car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [N2008]

ENIGN Pennant, 10 and 8hp saloons; immediate delivery; list price.—Kings Motors, 1, High St., Hounslow 3532/2533. [N2046]

STANDARDS, all models; enquiries to Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2501-2. [N3018]

EVANS & O'MALLEY, Standard and Triumph dealers, immediate delivery most models.—Lowndes Sq., W.1. Sloane 1333. [0247]

IMMEDIATE delivery Standard Ensign and 10hp saloon; early delivery all models.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [N2068]

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., area dealers, North Kent 25 years' sales, part exchanges; service specialists.—75-78, Broadway, Bexleyheath 1666. [0935/R]

CHAIN OF DEALING for Standards; 8hp, 10hp; Pennant and Ensign saloons and Companion estates in stock; choice of colours, any make of vehicle welcomed in part exchange.—Perivale 4404. [N1043]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 585-7, Euston Rd., N.W.1 Euston 4444. Spares for all models. Gulliver 4141, Hawley Crescent, Camden Town, N.W.1. [0090/R]

SUNBEAM

NEWTONS.
NEW Rapier saloon and convertible on view, for prompt delivery; exclusive Routes dealers; export enquiries invited.

NEWTONS OF WEMBLEY, Newtons Corner, Wem-bley Park (opposite Wembley Town Hall), Arnold 5252. [0771/R]

GB MOTORS, Ltd., offer:—
NEW Rapier saloon and convertibles, prompt delivery.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. [0545/R]

HENDON CENTRAL GARAGE, Ltd., offer:—
SUNBEAM Rapier saloon, dual blue, early delivery.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [N2034]

BREW BROTHERS, Ltd.—Enquiries invited—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1093]

BARNET area—Sunbeam main dealers—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413/R]

GRAYS OF GUILDFOUR for the new Sunbeam Rapier saloon and convertible, demonstration car available.—7-8, Woodbridge Rd., Guildford, Tel. 2887. [0057/R]

SUNBEAM Rapier saloon and convertible are now on view at Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [N2141]

SUNBEAM—Smith Auto Co., Ltd., area dealers for Routes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0869/R]

R. S. MEAD (SALES), Ltd., Routes Area Dealers, for demonstration and early delivery on Sunbeam Rapier.—42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [N3011]

CITADEL MOTORS, Ltd., OF CARLISLE, offer prompt attention and delivery, irrespective of distance; terms, exchanges.—55-9, Warwick Rd., Carlisle, Tel. 25520 or 24954. [0406/R]

GIBSON'S SPORTS CARS offer immediate delivery of the new Sunbeam Rapier Series II convertible.—Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [N2108]

W6—Sunbeam Rapier convertible, glacier blue/Embassy black with black hood, for immediate delivery.—Metropolis Garage, Ltd., 225-227, Hammersmith Rd., W.6. Riverside 8971. [0214/R]

TRIUMPH

ROWLAND SMITH'S for TR3.
PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4018]

BERKELEY SQUARE GARAGE, Ltd.
EXCLUSIVE Triumph retail dealers offer immediate delivery TR3 models; demonstrations and part exchange arranged.

BERKELEY Sq., London, W.1. Gros. 4343. [0860/R]

JOHN S. TRUSCOTT, Ltd., for your Triumph.
Westbourne Grove, W.11. Bayswater 4274. [N4035]

BEVERLEY MOTORS, New Malden, Surrey. Malden 3232. [79088]

BYE-PASS MOTORS, Ltd. (formerly Fox & Nicholl, Ltd.)
EXCLUSIVE Triumph retail dealers, early or immediate delivery; demonstrations and part exchanges arranged.—Kingston By-Pass, Tolworth, Surbiton, Surrey. Derwent 1122. [0890/R]

TRIUMPH

TRIUMPH TR3, immediate delivery, choice of colours, exchanges and deferred terms.

LANKESTER ENGINEERING CO., Ltd., 80-83, Victoria Rd., Surbiton. Rim. 1194-5. [0060/R]

CARR'S AUTO SALES, Ltd.—Standard House, South End, Croydon. Cro. 6088. Standard and Triumph main distributors in areas of Surrey and Kent. [0403/R]

VAUXHALL

VAUXHALL cars—Shaw & Kilburn, Ltd., Show-room:—
4-6, Berkeley Sq., W.1. Grosvenor 4328. [0025/R]

PARTS and Service.—Western Ave., W.3. Acorn 4641. [0025/R]

NEW Cresta, Velox and Victor Supers available for immediate delivery.

J. URQUHART & SON, Ltd., Petersfield (T.N. 863) and Alton (T.N. 2836), Hants. [4933]

PAGE MOTORS, Ltd., Vauxhall area dealer for Epsom and Ewell.—Epsom 5691-2-3. [N3111]

POPE'S OF FINCHLEY, Ballards Lane, London, N.3. Your main dealers.—Fin. 0113-7. [0902/R]

LAYHAMS OF CATERHAM, leading Vauxhall dealers for East Surrey, offer Victor and Victor Super from stock.—Caterham 2394. [0261/R]

KJ MOTORS, Ltd., distributors, Cresta, Velox, Victor, immediate or early delivery.—Bromley, Ravensbourne 3456. [0221/R]

IMMEDIATE delivery Vauxhall Velox de luxe, grey, list price.—Kings Motors, 1, High St., Hounslow 3532/2533. [N2046]

HILLWOOD MOTORS are Vauxhall stockists; full range of Victors from stock, all colours; see the new Velox and Cresta, early delivery.—Mill Hill (London) 4232. [N2108]

LITTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Vauxhall agent; quick deliveries; part exchange, yearly contracts; specialised service.—Litlington Rd. (A1), N.2. Speedwell 3500/3550. [0026/R]

KEITH AND BOYLE (LONDON), Ltd., Terminal House, 80, Clapham Rd., London, S.W.9; inspect and drive the new Victor, Velox and Cresta; Victor in all colours, for immediate delivery; Velox and Cresta for early delivery; part exchange welcomed; finance arranged. (Close to Oval Underground Station.)

Reliance 4211 (10 lines). Open 8 a.m. to 7 p.m. Sats. 8 a.m. to 5 p.m. Sunday (viewing only) 10 a.m. to 1 p.m. [0808/R]

HAMILTON MOTORS (LONDON), Ltd., main agents. Immediate delivery of Cresta and Velox; also of the new Victor Super estate in choice of colours; telephone or call for demonstration and prove for yourself the comfort, economy and performance and usefulness of this new model; we welcome part exchanges; write, phone or call for full details.—466-490, Edgware Rd., London, W.2. Tel. Paddington 0022. [N2032]

VOLKSWAGEN

VW MOTORS, Ltd., 32-34, St. John's Wood Rd., London, N.W.8. Cun. 8000. West End showroom, Byron House, 7-9, St. James's St., London, S.W.1. Whl. 8501. Sole concessionaires Great Britain and Northern Ireland. Cars available for early delivery. [0648/R]

C
THE Volkswagen centre for all enquiries; hire purchase arranged; overseas business transacted; special VW parcel shelves and roof racks; Karmann Ghia can now be converted to r.h.d. immediately after purchase; open 9 a.m. to 6 p.m. Saturdays.—Colborne Garage, Ltd., Ripley, Surrey 2561. [0017/R]

CROYDON.
DONALD VINCE & Co., Ltd. area dealers and specialists; demonstrations at any time.—158, London Rd., Croydon. Tel. 5775 or 1147. [0341/R]

SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R]

BRADSTOCK MOTORS, Ltd., official area dealers—Chase Rd., Epsom. Epsom 5696-7. [N1090]

CHALKWELL MOTOR CO., Ltd., for Volkswagens—Woolfin-on-Sea. Tel. Leigh-on-Sea 78247. [0685/R]

MOONS MOTORS, Buckingham Palace Rd., London, S.W.1, for your new car, unrivalled service, repairs and spare facilities.

MOONS, Sloane 9165/6309. [0837/R]

EUROPEAN CARS, Ltd., distributors for London and Western districts; early delivery; demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Frs. 7722. [0890/R]

CROYDON—H. Harmer Car Sales, Ltd., area dealers, 444-8, Brighton Rd., South Croydon. Uplands 6629. [0127/R]

JOHNSON & BROWN offer Volkswagen saloon for immediate delivery.—266-270, High St., Bromley, Ravensbourne 8641. [0273/R]

HANTS and Dorset distributors, sales, service, spares.—Modern Light Cars, Ltd., Lodge Rd., Southampton. Tel. 22828. [0936/R]

DISTRIBUTORS, Devon, Cornwall and Somerset. Demonstration models.—Lisborne Garage, Bacombe Rd., Torquay 7041. [0785]

STRATSTONE, Ltd., distributors for London, W.1 and N.W. districts; comprehensive range always available at West End Showrooms.—40, Berkeley Sq., W.1 (nearfair 4406). [N4023]

N.W. LONDON authorised dealers; immediate delivery; demonstration any time; exchanges, terms.—Walter Scott, Ltd., 39, College Crescent, N.W.3 (Swiss Cottage Tube). Fri. 4468. [N4005]

V & F MONAGH MOTORS: buy your new Volkswagen from the firm which has once been trusted on the VW for the past 8 years.—363, Fulham Rd., London, S.W.10. Tel. Fulham 4536. [0951/R]

CARS, Commercial, Moto-Caravans. Full value exchanges; demonstrations including week-end appointments. Cars bought, sold, River owners.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Fri. 2647. [N4100]

70, Chalk Farm Rd., N.W.1. Gul. 1350. [N4100]

NEW CARS FOR SALE

VOLKSWAGEN

SOUTH London: All enquiries for sales and enthusiastic service; 1959 (new colour range) saloons and commercial vehicles for immediate delivery; latest demonstration car available. [N2067]

ELM AUTOSALES, 66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. V/W Area Dealers.

DAVIES MOTORS, Ltd., official distributors, demonstration cars available; latest models on display; full service and spares facilities; open on Saturday afternoon.—554, London Rd., Ashford, Middx. Ashford 5571-2. [N1080]

WOLSELEY

SIDNEY MARCUS, Ltd.,
OFFER immediate delivery of all models, including specialised service.
33 Sloane St., S.W.1. Belgravia 3721. [N3006]

H. BEART & Co., Ltd.
WOLSELEY distributors.

WILL be pleased to supply full details and arrange demonstrations of these superb new Wolseleys; h.p. terms, one-third deposit and part exchanges.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [N1081]

ROWLAND SMITH'S for Wolseley.

IMMEDIATE delivery.
PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

WOLSELEY 1500 very early delivery, choice of colours.
WOLSELEY 15/50, Yukon grey, red upholstery, flat plate.—Herd's Garage & Eng., Ashford, Middx. 2994. [N2132]

WOLSELEY

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8, Mountview 4401, offer:
WOLSELEY 1500 saloon, black/champagne; early delivery.
WOLSELEY 15/50, in grey; early delivery. [N2058]

FOREST HILL and Sydenham.—Miller Motors, Ltd., 144, Dartmouth Rd., S.E.26. For. 9351-2. [N2115]

PROMPT delivery all new Wolseley models.—Bowman's Garage, Weybridge 3265. [N1143]

SELECTION of new 1500 saloons for immediate delivery.
CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1048]

IMMEDIATE or early deliveries of 6/90, 15/50 and 1500 (choice of 3).—Dorking Motor Co., Ltd., 2256 Dorking. [N1088]

CHAIN of EALING for your 1500, 15/50, a wide selection available; any make of vehicle welcomed in part exchange.—Perivale 4404. [N1043]

JARVIS & SONS, Ltd., of Wimbledon, for early deliveries; comprehensive range on view.—Liberty 8221. Wimbledon 2526. [N2086]

CHANGING your car, then come and try the Wolseley 1500 saloon; full market value for your present car.

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KDM & CHERINGTON, Ltd., for Wolseleys; W.1. Grosvenor 5551. [N2054]

WOLSELEY 1500 saloons.—Notting Hill Garage, Ltd., Cambridge Gardens, W.10. Wolseley Agents, Ladbroke 1155. [N3027]

GIBSON'S SPORTS CARS offer very early delivery of the new Wolseley 1500 saloons.—Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [N2109]

WOLSELEY

WEST London Wolseley Agent.—15/50, black, immediate delivery.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acton 6731. [N1120]

BREW BROTHERS, Ltd.—6/90 immediate enquiries invited.—133, Old Brompton Rd., S.W.4. Fremantle 3333. [N1063]

EARLY delivery Wolseley 1500, 15/50 and 6/90 saloons; hire purchase terms; Part Exchange; Wessex Motors, New St., Salisbury, Tel. 3275. [N4087]

C. W. COLES, Ltd., Wolseley agents, early delivery all models.—Station Garage, Blunt Rd., South Croydon, Tel. Croydon 0074. [N478]

MEBES & MEDES, Ltd., (Est. 1893).—Wolseley specialists, for early delivery of all models; part exchange facilities.—The Broadway, Mill Hill, N.W.7. Mil. 2040. [N3012]

R. C. WIMBUSH, Ltd., Wolseley stockists.—Early delivery Wolseley 1500 saloons; choice of colours; part exchange welcomed.—312, Earis Court Rd., London, S.W.5. Fremantle 8401-2-3. [N4056]

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NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5586. [0360/R]

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SEDANS, estate cars, convertibles, Kar-a-vans and Omnicouches.
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FOR full details, including our Continental service, please write to Dept. B, 9, Logan Place, London, W.8. Overseas Enquiries, Dept. B1, Arlington St., Piccadilly, London, S.W.1. [0401/R]

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NEW Ford saloons, all models for hire; special rates for overseas visitors.

SMITH & HUNTER for self-drive; inclusive rates.—376, Kensington High St., W.14. Western 6417. [M4019]

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GRANGE SERVICE GARAGE, 246, Romford Rd., E.7. Maryland 2395.—Current Ford models on unlimited mileage. [0590/R]

BEDFORD Dornobiles, Austins, Morris, self-drive hire.—Mayday Motors, Ltd., Mayday Rd., Croydon, Thornton Heath 3473-4-5. [0979/R]

1958 Morris 1000s, A55s and Standard Ensigns; unlimited mileage.—Wilsons 36, Acre Lane, S.W.2. Brixton 4011. Renaults at Dieppe. [M4085/R]

1958 Phase II Consul, 1958 de luxe Prefects, 1958 Victor Supers, and 1957 Volkswagens; radios and heaters; A.A. membership; limited and unlimited mileage rates; evening hire 20/- 4 p.m. to 9 a.m. 25/- hire.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 2646/6501. [0522/R]

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AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Cordington Mews, W.11. Park 9864-5. [0466/R]

HAROLD B. HILLS GARAGE—Garage accommodation service, high-class self-drive.—3-5, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]

AUTOHALL—Over 500 new cars, £1 per day; send for free illustrated brochure.—Autohall, 302, King St., Hammersmith, W.6. [0969/R]

SELF MOTORING, Ltd., offer the latest cars for self-drive hire from £1/5 per day plus 3d per mile; 197, Fulham Rd., S.W.3. Tel. Flaxman 5566. [0055/R]

SELF-DRIVE, 1958 Minx saloons, competitive rates.—Norman John (Engineering), Ltd., Chiswick 8411; after hours Staines 4925 or Farnham Common 765. [T9069]

OVERSEAS visitors from France, Renaults, Volkswagens available from any seaport or airport on self-drive hire.—Cliff Holden of Bury, Tel. 294, 3083, 1685. [3275/R]

SELF-DRIVE Minor 1000s, Austin, Ford, Rover (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 1566, and 135, High St., Bromley, Kent. (Ravensbourne 0205). [0921/R]

WELBECK CAR HIRE offer new Ford Anglias on unlimited mileage; 9 a.m. to 6 p.m. £2; 5 p.m. to 9 p.m. £1/5; 24 hours £3; 1 week, £18; Consuls £20 per week.

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SUSSEX MOTORS—Self-drive fleet of Austin, Morris, Ford and Vauxhalls; all models; overseas visitors special facilities.—Burwood Mews, Edgware Rd., London, W.2. Amb. 5029. [0269/R]

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AND at Liverpool, Glasgow, Manchester, Southampton, Leicester, etc. [0587/R]

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GOING to Ireland? Then contact John Purcell Car Hire at Limerick, Galway, Smithfield, Dublin, Tel. 75729. Self drive and chauffeur cars, service with the personal touch; write for illustrated brochure and rates. [4848]

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DRIVE YOURSELF HIRE CO. (LONDON), Ltd., have most economical rates for contract hire; any period; write with your req.—20, Grosvenor Pl., Victoria, S.W.1. Slo. 9644; 506, Seven Sisters Rd., Finchbury Park, N.4. Sta. 5403. [0507/R]

STAR'S MOTORS OF CRICKLEWOOD offer a no-milage charge self-drive service on 1958 Standard, Vauxhalls, Fords and Austins at 103, The Broadway, Cricklewood, N.W.2. Gladstone 0298 and Gladstone 2480. [0852/R]

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KINGSTON-ON-THAMES.—1958 Morris Minor 1000 and Vauxhall Victor saloons, limited or unlimited mileage from 24/- per week plus 4d per mile; up to 50% discount for period hires; optional contract hire at competitive rates; 1958 tariff available.

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SELF-DRIVE.—Coming on leave, visiting Britain? Our unequalled rates for vacation period hire, plus your motoring budget: Minor 1000, Ford Prefect, Consul, Vauxhall Victor, Austin A55; from 66ns per week; unlimited mileage; 6 months' hire; rates available during extended off-season period.

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OVERSEAS visitors. Our self-drive organization specialises in supplying the type of car you require for any period; your car can await you at any airport or embarkation port; touring maps, itinerary, baggage assistance, etc.; our fleet includes Austins, Fords, Rovers, Jaguars, Morris and Standard—Cliff Holden, Ltd., Bolton St., Bury, Tel. 294, 3083, 1685. [0242/R]

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DAVEY, Ltd., Britain's largest car radio service; J. H.M.V. Smiths Radiomobile, Pye, Ekco, Philips, Philco; same day service on installations and repairs. Tel. for appointment, 241, North End Rd., W.14. Fulham 3521. [0159/R]

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W. M. PARK (COACHBUILDERS), Ltd., all repairs and renovations, trade enquiries welcomed.—Mortlake Rd., Kew, Ric. 5625-6. [C946/R]
MOTOR CAR repairs, trimming, cellulosing, a speciality.—Goodie & Cooper, Ltd., 178, Melbourne Sq., S.W.9 Tel. Reliance 2711. [C929/R]
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JACK BARCLAY (SERVICE), Ltd. See page 89. [M1082/R]
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SPEEDOMETER SUPPLY CO., Ltd., Repair, 34, Shelston St., Long Acre, London, W.C.2. Established 1912. Covent Garden 2666-7. [0165/R]

SPRINGS

WEST LONDON REPAIR CO., Ltd., Wm. 6316-7; repaired or manufactured; all springs tested for rate of deflection. High Street, Wimbledon. [0251/R]

SUPERCHARGERS

ARNOTT low-pressure supercharge your car.

FOR instantaneous and rapid acceleration standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph Rover, Sunbeam-Talbot, Singer, Wolseley, Citroën, Fiat, Renault, etc.

ALSO Arnott high-pressure models.

CARBURETTORS, Ltd., Grange Rd., N.W.10. Willesden 5501. [0177/R]

MARSHALL-NORDE low-pressure superchargers increase performance up to 50%; outstanding acceleration and hill climbing with complete reliability. No modifications necessary; kits supplied complete with all parts and instructions for Austin, Ford, M.G., Morris, Riley, Standard, Sunbeam, Triumph, etc. early delivery for home and export orders; prices from 465.—North Downs Engineering Co., Westway, Caterham, Surrey. Tel. 2365. [M0755/R]

TYRES AND TUBES

CREDIT or cash terms.

ALL makes supplied; free fitting or delivery; write or phone.

JCB TYRE & RUBBER CO., 18, Culford Gardens, London, S.W.3. Knightsbridge 4587.—[0597/R]

COACHCRAFT for unused remould tyres in Goodyear rubber. See page 86.

GURANVANT 600 section tyres, all sizes in stock, satisfaction guaranteed or money refunded.

W. MACHENT & SON, Ltd., Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 5615. [M1063]

TYRES: Remoulds (without casing exchanged); 1,000 used tyres, tubes and wheels, all types modern and obsolete.—Cook, 589, Stapleton Rd., Eastville, Bristol. Tel. 58312. [0687/R]

TYRES AND TUBES

VETERAN beaded edge tyre, new and used.—Welham, Stratton Hill Rd., Stroud, Gloucestershire 1673.

BULL'S.—A tyre for every job, new and remould; free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1741. [0774/R]

AMAZING offer.—Up to 30/- each for your sound A old tyres when purchasing new or remoulded tyres from us. Recent Remoulds available in all sizes in both conventional and town car.

FERDIX RUBBER CO., Oxbridge Rd., Hillingdon, Middlesex. Tel. Oxbridge 5230-5914. [0685/R]

WHEELS, DISCS, TRIMS, ETC.

WEST LONDON REPAIR CO., Ltd., Wm. 6316-7; wire wheels repaired, manufactured, converted.

EAST-CLEAN wheels repaired, retread, paint removed and stove-enamelled, between 25/- and 45/- each wheel.—56, High St., Wimbledon. [0636/R]

A.L. types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5536. [0680/R]

MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield, Paddocks, Lane, Ealing, London, W.5. Eal. 4299. [0676/R]

6000 car wheels, secondhand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 5615. [0223/R]

WINDSCREENS

BRITISH STEEL FRAME CO., Ltd., 205, Cambridge St. Heath Rd., E.B. Manufacture sports special and popular windcreens, sliding and fixed windpans. Bishopgate 5611-5. [1906/R]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GODDARD & SMITH, FOR over 40 years professional advisers and valuers to the motor industry.

FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

GODDARD & SMITH, 22, King St., St. James's, S.W.1. Whl. 2721 (20 lines). [0290]

ANTHONY D. LEWIS & Co. offer for sale:—

EXCELLENT opportunity: motor business, modern showrooms, filling station, workshop in busy country town, Berks/Glos borders; excellent living accommodation; great scope; freehold, £8,000; mortgage available.—Ref. 1832. [0166/R]

SURREY, 16 miles London; substantial motor business, virtually unopposed; showrooms, filling station, stores, offices, workshops, s.c. flat, with land for extension; Morris agents; net profit £5,000 p.a.; petrol sales approx. 120,000 g.p.a.; full plant and equipment; price £29,500, freehold, s.a.v.—Ref. 1966, Anthony D. Lewis & Co., 95, High St., Essex 3577-8-9. [0151/R]

SYMOM-KEEN, Ltd., specialist consultants to the motor industry.

SYMOM-KEEN have a comprehensive selection of garages and allied concerns throughout Great Britain from £1,500 to £200,000.

SYMOM-KEEN, Ltd., 50-52, Regent St., Piccadilly Circus, W.1. Reg. 7616 (5 lines). [M4136]

ESTABLISHED driving school and self-drive; West Middx., £500, cars at valuation.—Box 7988. [5754]

A. H. LANSLEY, Premier House, 38, Caversham Rd., Reading (Tel. 50271-2), business transfer specialists and valuers to the trade since 1890. [0477/R]

MAHON, 2 S.W. London—2 car showrooms, 2 houses, room 30 cars at rear, est. 27 years, lease, goodwill £4,000, stock at valuation, if required.—Box 7989. [5755]

£2950.—Goodwill, lease, equipment; Devonshire main road, 4-bedroom house, 3 pumps, front 2250; well-located garage.—Edwards, Western Garage Agents, 9, Thomas St., Bristol. 2. [5781]

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House 14a, Ship St., Brighton, 1 (Tel. 23264) offer their following:—

FLOURISHING garage filling station with 350ft frontage to busy main road in West Sussex; workshop, showrooms, offices, stores, etc., and detached 4-bedroom house, all in perfect condition; fully equipped Morris and Austin agencies, petrol sales 75,000 gallons p.a., 2½-acre site, 5 pumps, audited accounts; freehold £25,000 s.a.v. [M2021A]

FURTHER particulars of above and other garages available from—Gladding, Son & Wing, as above. [M2021A]

FARNBROUGH, Wants.—Valuable freehold site with frontage of about 170ft and depth of about 125ft, outline planning permission for a petrol filling station and 17 garages; £5,750 freehold. [5776/R]

ALFRED PEARSON & SON, Clock House, Farnborough, Tel. 1. [5732]

HUSSEY'S, Chartered Auctioneers & Estate Agents, 17, Gandy St., Exeter (Tel. 74002-3); agents and valuers to the motor trade, offer a wide selection of garages and filling stations throughout the West. [0776/R]

SURREY.—Superior Service Station with 2-bedroom flat; 120,000 g.p.a. (1½ yrs tie) T/O, £78,000; Excellent new motor; freehold, excellently equipped. £32,000.—Christie & Co., St. Stephens House, Exeter. [5775]

GARAGE and petrol station, North Kent town; petrol 40,000 g.p.a., closed Sunday; excellent main road position; ideal site for car sales; 3-bedroom accom.; freehold, £8,000, offers.—Walker, Adams & Co., St. John's Rd., Tunbridge Wells, Tel. 22464. [M4119]

FREERHOLD transport café, main trunk rd., 178ft frontage, with detached house, planning permission granted for filling station; £6,000 or near offer.—Greyfriars, Old North Rd., Arrington, nr. Royton, Herts. 7. [5805]

JOY & RICHARDS, Ltd., The Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Joy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 4614. [0546/R]

BUSINESS AND PROPERTY

JUST offered, old-established garage filling station with 50,000 gallons throughput, 3 pumps; frontage main and secondary roads, near sea, Carmarthen-shire; turnover £12,000, nett £1,000; good house and equipment.—Edwards, Western Garage Agents, 9, Thomas St., Bristol. 2. [5780]

MAIN A35 London to West Country, Bournemouth 9 miles, freehold garage and petrol station, stores and post office, turnover £31,500, 160 foot frontage, 217 foot depth, throughput 68,000 g.p.a.; residence modern houses, 5 bedrooms, detached bungalow, etc.; £18,000 freehold, s.a.v.—Box 8022. [5831]

NORPOLK.—Excellent garage/filling station, sales/repairs, turnover £50,000/£60,000, showrooms/workshops, 5 pumps, 3 hoists, detached bungalow, lounge/diner, kitchen, 3 bedrooms, bathroom, freehold, goodwill, pumps, equipment; £6,750.—Upsons, 35, Prince of Wales Rd., Norwich. [5688]

SURREY.—Coveted rural area, superior freehold filling station garage, large site, 3 pumps, well-equipped workshops, large parking space, modern 3-bedroom house and confectionery/tobacco shop on site, turnover £20,000 p.a., throughput 68,000 g.p.a., outstanding value, £15,000, s.a.v.—Freehold.—Folio H3340, Lincoln & Co., 9, Hanover Square, London, W.1. Tel. Grosvenor 6901. [5763]

Business & Property Wanted

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Amb. 8266, wish to acquire additional showrooms, garage or site London or home counties. [M2023]

FILLING station, freehold, accommodation 50/80,000 g.p.a.; Southern Counties; private enquiry.—Box 7859. [5240]

WANTED, filling station or garage with accom. to rent; any area.—"Smithy House," Liverpool 15, Huyton, Lancs. [5793]

SITUATIONS VACANT

AN exceptional opportunity.—

CAR salesman required by large north London motor agents (public company); must be a young man of good education and the highest integrity, able to give proof of a really successful record in new and used car sales and have had at least five years car selling experience; to such a man, abounding in energy and enthusiasm we offer good salary and commission terms, excellent conditions of service and first class future prospects; unless you measure up to the above requirements in detail, please do not reply.

FULL particulars, age, education, past experience and selling achievements in own handwriting to Box 7996. [M2053]

MOTOR vehicle technicians—West Africa.

A COMPANY with an extensive organization distributing British, French and American cars and commercial vehicles requires a workshop superintendent for one of their service and repair garages in West Africa; applicants who should not be over 40 must show proof of having made a career in the retail motor trade and of having successfully held a similar post to the one advertised; a high standard of administrative ability, a knowledge of French and the ability to handle non-European labour and work with Europeans of other nationalities is essential; excellent prospects, free accommodation and passages, good salary and allowances are offered.—Box 7981. [5245]

MOTOR vehicle spray painter required, permanent position with pension scheme.—Elliot's of Bideford, Tel. 744. Rover and Land-Rover distributors. [5786]

AUTOMOBILE engineer for British West Africa.

A LARGE firm of motor dealers have a vacancy for an experienced automobile engineer, aged about 25-32 years, for service in British West Africa; state qualifications, experience, age and whether married or single.—Box 7979. [5743]

MOTOR Mechanics, must be fully experienced, good rates and bonus.—Robbins, Put. 7881. [M3010]

CAR salesman required with experience of second-hand values; apply by writing to:—

G. E. NEVILLE & SON, Ltd., Mansfield, Main Vauxhall dealers. [4845]

SITUATIONS VACANT

JUNIOR salesman or trainee required, able to type advantage, N.W. London distributors.—Box 8001. [5801]

GARAGE Manager required, knowledge accident repairs essential, basic salary plus commission; appointment Mr. Benjamin, East 4744. [5861]

WANTED, fully experienced storekeeper for North London garage, conversant with Rootes Group systems; please apply, in confidence, to Box 8039. [5869]

VAUXHALL-Bedford salesman required, write or call with fullest particulars to sales manager, G.N. Ltd., Vauxhall-Bedford main dealers, 300, Balham High Road, S.W.17. [4667]

FIRST class fitter required to take charge small workshop S.E. Essex; must be organizer, able to estimate cost repairs, Vaux. experience, but not essential.—Box 7990. [5744]

SALESMAN required by progressing firm holding Austin, Rootes and Ford dealership in expanding country town (Kent, Surrey, Sussex, border), salary according to ability.—Box 7913. [5396]

A SENIOR experienced salesman for South London distributors; knowledge used car prices essential; permanent position; only top grade men, prepared to handle top grade condition cars, need apply.—Box 7863. [5243]

EXPERIENCED car salesman required by Rootes Group distributors in Hertfordshire; first-class opportunity for men ability apply Car Sales Manager, W. Waters & Sons Ltd., Harriet By-Pass, Hatfield, Herts. Hatfield 2711. [5846]

WANTED, first-class foreman mechanic, able to diagnose, rectify and finally test Rootes Group vehicles; good wages and ideal conditions for a fully experienced man; please apply, giving full details and copies of references if possible, to Box 8040. [5890]

FOREMAN (working supervisor) for distributors workshop, Colchester, preference qualified Rootes and Diesel experience, possibility of accommodation if necessary.—Box 7772; photograph and remuneration required.—Box 7772. [4867]

SENIOR reception engineer/assistant service manager required by distributors in East Suffolk; experience estimating and staff work desirable; good opening for man with initiative and drive, pension scheme.—Box 8026. [5686]

FORBMAN/MECHANIC required by large Woodford motor agent, aged 35/40, high rate of pay offered to first-class man used to all types of private car repairs and reconditioning.—Hills, Ltd., 75-101, High Rd., Woodford Wells, Essex, Buckhurst 8908. [4815]

SALES trainee age 21 required by S.W. London main distributors for many makes, handling also large used car stock, full training given, wonderful opportunity for keen young man.—South London Motors, Ltd., 512-522, High Rd., Streatham Common, Pol. 4444. [5717]

SERVICE manager required by large Woodford motor agents, age 30/40, must be fully experienced with crash repairs, estimating, etc., and prepared for long hours; good salary plus commission.—Tel. Mr. Norman, Hills, Ltd., 75-101, High Rd., Woodford Wells, Essex, Buckhurst 8909. [4816]

RETAIL car salesman required by Rootes main dealers, unlimited scope in expanding business employing 90, with first class facilities and position, for experienced enterprising man who will work with other sales staff directly under control of young and energetic Joint Managing Directors. Apply in writing, in confidence, to: Peter Olorenshaw, Joint Managing Directors, 100, Norwich Motor Co., Ltd., 118-120, Prince of Wales Road, Norwich, Norfolk. [5507]

APPLICATIONS invited from suitable persons for the post of sales manager (present staff notified), with well-established firm of automobile distributors in South Wales; full and comprehensive knowledge of the trade, including sales promotion and used car values essential; staff pension scheme—Replies, which will be treated in confidence, giving full details of past experience, age and salary required, should be addressed to: Director, Box 8006. [5779]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

SITUATIONS VACANT

A.F.R.A.S., A.R.B. Certs., A.M.I.Mech.E., etc., on No Fees—No Fee terms, over 95% successes, for details of exams, and courses in all branches of Aeronautical work: aero engines, mechanical eng., etc., write for 144 page handbook—free—B.I.E.T. (Dept. 722), 29, Wright's Lane, London, W.8. [T9095]

COMMERCIAL vehicle salesman required by modern Ford distributors in the North Midlands; remuneration will be from £1,250 per annum upwards for an experienced man of proved selling ability who must be capable of taking over as sales manager in the near future; successful applicant will be provided with a car and be included in the firm's non-contributory superannuation scheme; reply in confidence, giving full details of experience, age, etc.—Box 7977. [5741]

SERVICE managers required by a leading motor business in British West Africa; the men selected to fill these positions must be able to show that they possess not only a high degree of technical skill, but also that they have the qualities of leadership, initiative and energy; every man has an equal opportunity to win promotion to the top levels of management, the speed of promotion depending on the personal effort and ability of each individual. [5741]

APPLICANTS must have served a recognised apprenticeship and should have held a responsible position in a service department or in fleet maintenance; those without this experience must possess City and Guilds or National qualifications. [5741]

INITIAL salary will depend solely on qualifications and experience, subsequent increments depending on ability. [5741]

FAMILY allowances are paid, free furnished accommodation provided; free passages, including family, pension fund, kit allowance; fairs are about 21 months each, followed by substantial leave if they pay. [5741]

APPLY, giving full particulars, to Box 8007. [5778]

SITUATIONS VACANT

EXPERIENCED Salesman required by distributors and main dealers of class cars North Surrey area preferred London and country experience, excellent prospects, good salary and commission; apply in writing, fullest details, photo, if possible.—Box 8041. [5891]

MANAGER required for small country garage near Bracknell, Berks, preferably 30-45 years, must be fully conversant with and have recent knowledge of all aspects of running workshop and pumps, including estimating, repair methods, spares accounts, staff control, etc.—Reply, giving experience, to Box 7958. [5690]

HOW to pay for a better holiday? Start a Freemans spare time agency now; generous commission on all goods purchased by your friends and relations from the 400-page full colour catalogue, all goods on approval, all expenses paid, it costs you nothing, write today to—Freemans (London, S.W.9), Ltd., Dept. 318, 139/141, Clapham Rd., London, S.W.9. [5739]

WORKS foreman required by Haynes Bros. Ltd., Ford main dealers, Ashford Rd., Maidstone; applicants must have experience of diagnosis/repair of Ford products, preferably with main or retail dealers; excellent opportunity for experienced man desiring responsible well-paid position to join progressive company with modern equipment; superannuation, etc.—Letters, treated in confidence, addressed in the Managing Director, should state full details of past experience, age, etc. [5306]

MANAGER required by old established Midland motor traders for a sales and service garage holding main dealer and retail agencies for car and commercial vehicles; modern premises and spacious well-equipped workshop; applicants must be experienced in the trade, and apart from main policy will have full control; house available free of outgoings; commencing remuneration depending on experience, in the range £1,250/£1,500; write in absolute confidence stating experience and present status to Box 8038. [5739]

SITUATIONS VACANT

CHIEF draughtsman required for small drawing office in the outer London area engaged in the mechanical design and development of high performance car; previous automobile experience essential; please apply giving age, salary required and details of qualifications and experience to—Box 7978. [5742]

SITUATIONS WANTED

SALES position of responsibility required, preferably in Herts, with small dealership; good record and reference available.—Box 8013. [5826]

GENERAL manager Vauxhall Bedford main dealer seeks change, age 45 yrs, 30 years experience all branches motor trade.—Box 7956. [5685]

YOUNG man, 26, intelligent and good education, who has worked for main dealers, seeks position as salesman or sales manager with small or medium-sized firm; resident North London.—Box 8012. [5842]

WELL-KNOWN sales manager desires change, 20 years' high-class trade, strong personality, initiative and drive, all leading makes new and used cars; free when suited, able take complete charge all branches.—Box 8025. [5834]

EXPERIENCED manager/salesman engineer, 25 years in trade, able to work single hand and take full control, seeks change; neglected business preferred. South Western Counties, impeccable references.—Box 8026 or Basingstoke 2295. [5830]

HOTELS, ETC.

LONDON—Wes. distr., B.B. 25/-, Central heating, some private baths, Home Court Hotel, Prince of Wales Terrace, Kensington High St. [5256]

VISITING Earls Court or Olympia.—Bed/breakfast from 17/6 single, 30/- double.—Froisher 2159, Armsden, 32, Philbeach Gardens, Earls Court, London, S.W.5. [0245]

AUCTIONS, TENDERS, APPOINTMENTS, ETC. SEMI-DISPLAYED SECTION

AUCTIONS

By Order of the Joint Liquidators.
H. C. Hedges, Esq., F.C.C.S., of Messrs. Poppleton & Appleby, London.
R. Goodwin, Esq., A.A.C.C.A., of Messrs. L. H. Bente & Co., Saffron Walden.
re H.R. MOORE, LTD.
STANDARD HOUSE, NORTHGATE END, BISHOPS STORTFORD, HERTS.

GODDARD, DAVISON & SMITH, LTD.,

are instructed to sell by Auction
WITHOUT RESERVE
on

WEDNESDAY, 10th SEPTEMBER, 1958,
at 10.30 a.m. PROMPT
at the above premises

The Valuable Contents of the Garage comprising
Office Furniture & Equipment including
Typewriters, National & McCusky Adding Machines
Safes & Cash Registers.
A Crypton Engine Tester, Battery Charger,
Acetylene Welding Plant, Wolf Valve Refacer,
Electric Hand Drills and Grinders.
Bradbury & Dunlop 5-ton Portable Jacks.

A Lucas Beam Setter complete.
Meconair & other Air Compressors.
Wakefield Vice Consul Lubricating Bay, as new.

3 Avery and 1 Gilbarco Petrol Pumps.
A Champion Plug Tester, Dunlop Wheel Balancing Machine.

A Bradbury Hydro Electric Car Lift.
Loose Tools including Vernier Gauge, Micrometers,
Clock Gauges, Test Meter, Stocks & Dies, Flywheel
Clutch Tool, Taps & Dies, Panel Beating Set,
Spanners and other tools.

Vehicles.
A New Singer Gazette Saloon.
1957 Vanguard Estate Car.
1957 Vauxhall Wyvern Saloon.
1956 Standard 8 Saloon.

1956 Standard 8 Saloon, Morris 25cwt van.
Bedford Breakdown Truck and a
1953 Standard Vanguard Pick-up.

New and Reconditioned Standard 8 & 10 Engines.
A Large and Varied Stock including Lucas Dynamos,
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Jaguar, Vanguard & Mayflower Spares.
Quantity of springs, wheels and bumpers.
Oil & Grease.

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[0259/R]

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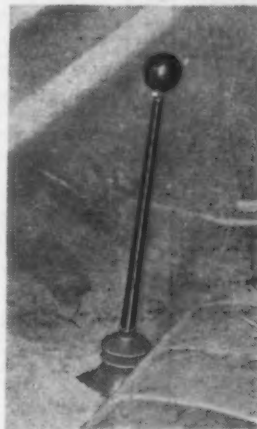
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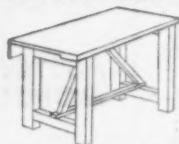
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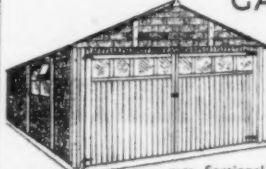
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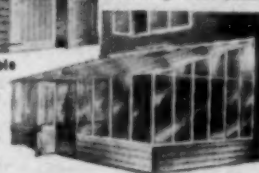
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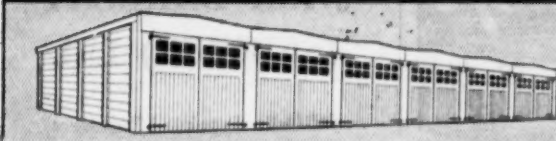
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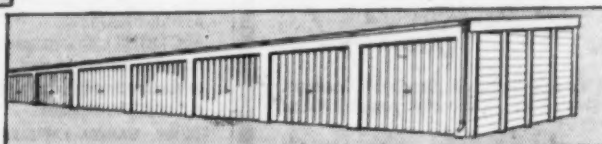
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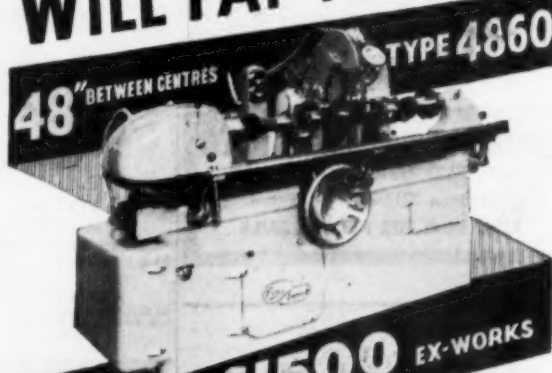
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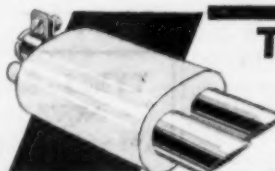
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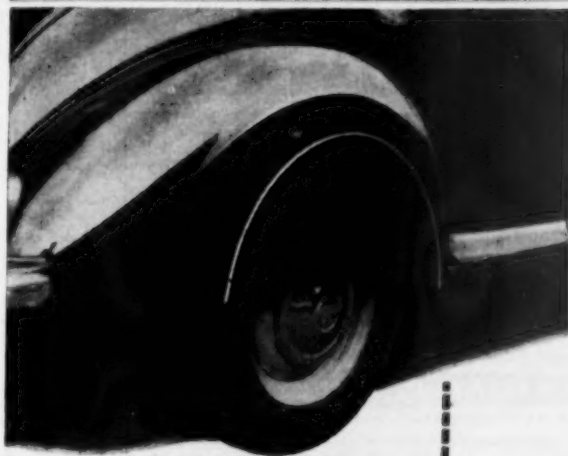
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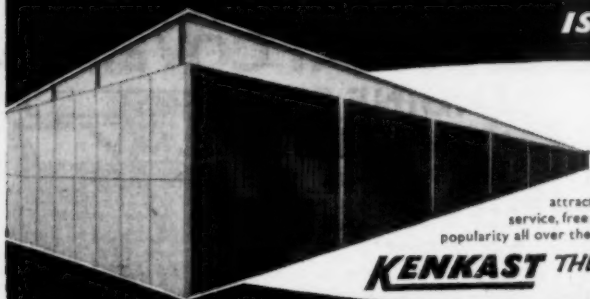
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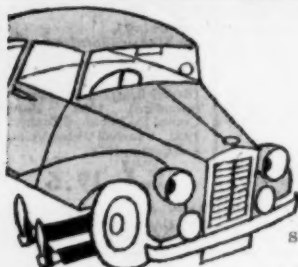
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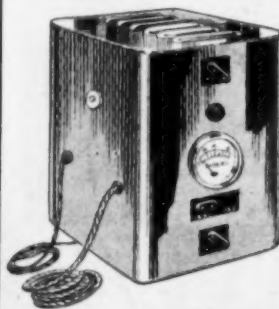
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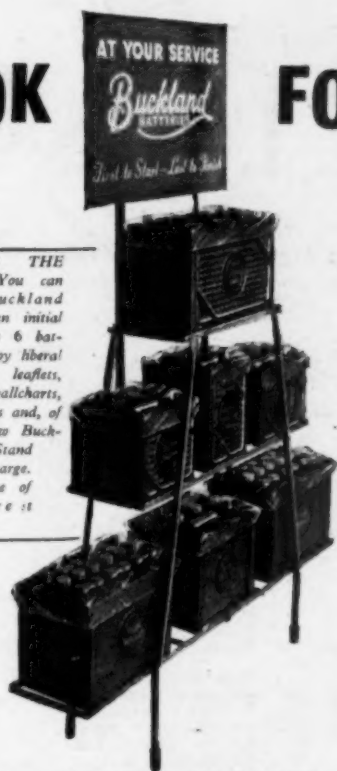
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